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OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. H. A. HERBERT, Secretary of the Navy,
BY
LIÉUT. COMMANDER RICHARD RUSH, U. S. NAVY,
SUPERINTENDENT NAVAL WAR RECORDS,
AND
MR. ROBERT H. WOODS.

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

SERIES I—VOLUME 2.
THE OPERATIONS OF THE CRUISERS,
FROM JANUARY 1, 1863, TO MARCH 31, 1864.

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1895.

CONTENTS OF PRECEDING VOLUME.

VOLUME 1.

Operations of the cruisers, from January 19, 1861, to December 31, 1862.

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PREFACE.

The publication of the Official Records of the Union and Confederate navies in the war of the rebellion was begun November 1, 1894, by the Navy Department, under authority of an act of Congress approved July 31, 1894. The plan of publication adopted by the Department for the compilation includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

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

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

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

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

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

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

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

5. Correspondence relating to naval prisoners.

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

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

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

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be incomplete, and the Department, therefore, has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of the participants in the events referred to and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The first volume of the records (Series I, Volume 1), which has been recently published by the Department, narrates the operations of the cruisers from January 19, 1861, to December 31, 1862. These operations are comprised in the reports of the commanders of the Union squadrons and of vessels acting singly which were sent in search of the Confederate cruisers and privateers, as well as the reports of the commanders of the latter vessels. The field of operations of these ships extended to nearly every sea, and was distinct

from that of the blockading squadrons. The time covered the entire period of the war, and the vessels concerned were usually acting under independent and special orders, the report of each commander forming, as a general rule, a complete paper in itself.

It was therefore thought best, in the compilation of the volumes relating to this subject, to place the Union documents together and to have the Confederate documents follow them; each division covering about the same period of time in the same volume. This arrangement was adopted in order to preserve the continuity of the narrative, especially in the Confederate matter. The reports and correspondence are placed chronologically in each division, with a distinct heading for every paper, and without other subdivision or classification. It is believed that this chronological arrangement, in connection with the full and copious index to each volume, will afford ample means of reference to its contents. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

The present volume (Series I, Volume 2) continues the reports of the operations of the cruisers up to March 31, 1864.

RICHARD RUSH,
ROBERT H. WOODS,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., July 1, 1895.

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

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes

shall be sent thereto from time to time, as they are published, until the publication is completed, and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

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

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

Confederate cruisers and privateers.

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

Surrender of the Pensacola navy yard.

Cooperation of the Navy in the relief of Fort Pickens.

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

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

Abandonment and destruction of the Norfolk navy yard.

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

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

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

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

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

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

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

5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XIV ORDER OF COMPILATION OF NAVAL WAR RECORDS.

5. Atlantic Blockading Squadrons, 1861-1865—Continued.

- South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.
- * Naval Defenses of Charleston Harbor, S. C., under Flag-Officer Tucker, C. S. N.
- Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

6. Gulf Blockading Squadrons, 1861-1865.

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

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

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

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

LIST
OF
**UNITED STATES VESSELS OF WAR SEARCHING FOR CONFEDERATE
CRUISERS AND BLOCKADE RUNNERS**

FROM

JANUARY 1, 1863, TO MARCH 31, 1864.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Acaofa	Fourth ..	300	Screw steamer.....	58	4
Adela	Fourth ..	585	Side-wheel steamer.....	70	6
Agawam	Third.....	974	....do	77	9
Alabama	Third.....	1,264	....do	119	9
America	Fourth ..	100	Yacht	8	3
Aries	Third.....	820	Screw steamer	90	7
Aroostook.....	Fourth ..	507	....do		0
Augusta	Third.....	1,310	Side-wheel steamer	156	10
Cambridge	Third.....	858	Screw steamer.....	111	7
Cherokee.....	Fourth ..	606	....do	95	6
Chippewa	Fourth ..	507	....do	85	4
Comodoro Jones.....	Fourth ..	542	Side-wheel steamer	103	6
Connecticut.....	Second ..	1,725	....do	287	11
Constellation.....	Second ..	1,265	Sailing sloop.....	283	24
Cornubia.....	Fourth ..	600	Side-wheel steamer	67	3
Cuyahoga			Revenue steamer		
Cyano	Third.....	792	Sailing sloop.....	140	10
Dacotah.....	Third.....	998	Screw sloop.....	147	7
Dai Ching.....	Fourth ..	520	Screw steamer.....	83	7
De Soto.....	Second ..	1,675	Side-wheel steamer	95	9
Ella and Annie ¹	Fourth ..		....do	67	3
Ethan Allen.....	Fourth ..	556	Bark.....	87	9
Fort Jackson.....	Second ..	1,770	Side-wheel steamer	194	7
Gemsbok.....	Fourth ..	622	Bark.....	91	7
George Mangham	Fourth ..	274	Schooner	26	5
Grand Gulf.....	Third.....	1,200	Screw steamer	201	11
Hatteras		1,100	Side-wheel steamer	108	8
Howquah	Fourth ..	397	Screw steamer.....	58	4
Ino.....	Fourth ..	895	Sailing ship.....	144	9
Iron Age.....		424	Screw steamer.....	107	9
James Adger.....	Third.....	1,151	Side-wheel steamer	109	8
Jamestown.....	Third.....	985	Sailing sloop.....	186	22
Junata	Second ..	1,240	Screw sloop.....	164	11
Koursargo.....	Third.....	1,031	....do	147	7
Kittatinny	Fourth ..	421	Schooner.....	68	5
Lancaster	Second ..	2,362	Screw sloop.....	307	30
Marion.....	Fourth ..	566	Sailing sloop.....	25	7
Matthew Vassar.....	Fourth ..	182	Schooner.....	29	3
Mercedita.....	Third.....	776	Screw steamer.....	135	9

¹ Afterwards U. S. S. Malvern.

List of United States vessels of war searching for Confederate cruisers, etc.—Continued.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Michigan	Fourth ...	582	Side-wheel steamer	88	18
Mohican	Third.....	994	Screw sloop.....	145	7
Montgomery	Third.....	787	Screw steamer.....	121	6
Narragansett	Third.....	809	Screw sloop.....	84	0
National Guard	Fourth ...	1,046	Sailing ship.....	54	4
Niagara	First	4,582	Screw steamer.....	420	32
Octorara	Third.....	829	Side-wheel steamer	102	10
Oneida	Third.....	1,032	Screw sloop.....	159	10
Onward	Fourth ..	875	Sailing ship.....	103	10
Pembina	Fourth ..	507	Screw steamer.....	91	6
Powhatan	First	2,415	Side-wheel steamer	206	19
R. R. Cuyler.....	Third.....	1,202	Screw steamer.....	111	10
Rhode Island	Second ...	1,517	Side-wheel steamer	104	11
Sabino	Second ...	1,728	Sailing frigate	374	51
Sacramento	Second ...	1,307	Screw steamer.....	154	10
Saginaw.....	Fourth ...	453	Side-wheel steamer	87	4
St. Louis.....	Third.....	700	Sailing sloop.....	183	18
St. Mary's.....	Third.....	985	do	133	23
San Jacinto	Second ...	1,440	Screw steamer.....	278	14
Santiago de Cuba.....	Second ...	1,850	Side-wheel steamer	114	10
Saranac	Second ...	1,440	do	179	13
Sebago	Third.....	832	do	150	8
Seminole	Third.....	801	Screw sloop.....	113	9
Shenandoah.....	Second ...	1,378	do	175	10
Shepherd Knapp.....	Fourth ...	838	Sailing ship.....	93	8
Sonoma	Third.....	955	Side-wheel steamer	165	7
Sumpter	Fourth ...	400	Screw steamer.....	64	5
Suwanee	Second ...	1,030	Side-wheel steamer	159	10
Ticonderoga	Second ...	1,533	Screw sloop.....	193	10
Tioga	Third.....	810	Side-wheel steamer	105	8
Tuscarora.....	Third.....	997	Screw sloop.....	140	10
Vanderbilt.....	Second ...	3,300	Side-wheel steamer	200	15
Vicksburg	Third.....	880	Screw steamer.....	127	6
Virginia.....	Fourth ...	581	do	61	7
Wachusett.....	Third.....	1,032	Screw sloop.....	167	10
Wateroe	Third.....	074	Side-wheel steamer	157	10
Western World.....	Fourth ...	450	Screw steamer.....	90	5
Wm. Bacon.....	Fourth ...	183	Schooner.....	36	4
Wyoming	Third.....	997	Screw sloop.....	135	7
Young Rover.....	Fourth ...	418	Screw steamer.....	61	5

LIST
 OF
*CHARTERED VESSELS EMPLOYED IN SEARCHING FOR CONFEDERATE
 CRUISERS.*

NAME.	CLASS.	NAME.	CLASS.
Admiral Du Pont.....	Steamer	J. G. Curtis.....	Schooner.
America	do	Jacob S. Wheldon (Welden?).....	Do.
Ameo (Amy?).....	Schooner.....	Sarah Burton.....	Do.
Blackstone.....	Steamer	Star of the South.....	Steamer.
Cumbria	do	Suwanee	Do.
Curlew.....	do	Thomas Woodward.....	Schooner.
D. Colden Murray.....	Bark.....	Tonawanda	Steamer.
Ericsson	Steamer	Trinity.....	Bark.
George Shattuck.....	do	United States	Steamer.
Governor Buckingham.....	do	W. S. Baker.....	Schooner.
Herbert Manter.....	Schooner.....	Young Turk.....	Bark.
Honduras.....	Steamer		

CALENDAR.

1863.

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

1864.

JANUARY.							FEBRUARY.							MARCH.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
...	...	...	...	...	1	2	...	1	2	3	4	5	6	...	...	1	2	3	4	5
3	4	5	6	7	8	9	7	8	9	10	11	12	13	6	7	8	9	10	11	12
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26
24	25	26	27	28	29	30	28	29	27	28	29	30	31
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OPERATIONS OF THE CRUISERS—UNION,

FROM JANUARY 1, 1863, TO MARCH 31, 1864.

OPERATIONS OF THE CRUISERS—UNION.

FROM JANUARY 1, 1863, TO MARCH 31, 1864.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, of receipt of orders, and sailing of his ship.

U. S. S. CONNECTICUT,
Hampton Roads, January 1, 1863.

SIR: I respectfully acknowledge the receipt of your orders of the 30th of December, 1862, in obedience of which I report the sailing of this ship.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

[Telegram.]

NAVY DEPARTMENT, *January 2, 1863.*

The *Connecticut* sailed from Hampton Roads yesterday morning for the point agreed upon. The *Augusta* also left Key West for Aspinwall the day after the *Ariel* left that port.

GIDEON WELLES,
[Secretary of the Navy.]

O. VANDERBILT,
New York.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of the chase by that vessel of the steamers Calypso, Flora, and Ruby, bound from Madeira to Nassau, New Providence.

U. S. STEAM SLOOP TUSCARORA,
Algeciras, January 1, 1863.

SIR: I have the honor to forward to you the following descriptions of three English steamers which recently left Madeira for Nassau and will probably try to run the blockade:

Ruby.—Iron, paddle-wheel steamer, fore-and-aft schooner rig; no bowsprit; has two smoke pipes, one standing forward of wheelhouses, the other in line with after part of paddles; has a house forward of mainmast; also one abaft foremast; has a light hurricane deck between paddle boxes, steam drums on deck; draft, 7 feet; is of about 300 tons; very long and low, and of great speed.

Flora.—Iron, screw steamer, 200 tons, fore-and-aft schooner rig; house on deck abaft mainmast, also one between foremast and smoke pipe; has short bowsprit, bridge across deck, abaft smoke pipe; steering wheel aft; two boats on port side, one starboard side; draft, 9 feet.

Calypso.—Iron, screw steamer, of about 600 tons; three masts, foremast square-rigged, poop-deck cabins, topgallant forecastle, deep-waisted, bowsprit and short jib boom, wheel on poop forward of mizzenmast; smoke pipe forward of mainmast, and very near it; has bridge across the deck forward of smoke pipe; guard-strake plank above the water line; draft, 11 feet.

All three of these vessels were at Madeira together, and were to move off together, in different directions, to baffle me. The *Ruby* slipped at sunset, 19th December. I waited for the others; they remained quiet until midnight, when the *Calypso* slipped. I immediately did the same and chased. When out of jurisdiction of the island, failing to bring him to with blank cartridge, I fired twice at him with 11-inch shells, his distance being about one-half mile, when, in a squall, he changed his course, and was lost to us. The next day, about 100 miles S. W. of Madeira, we discovered a steamer some 25 miles south. I chased, and by evening discovered it was the *Flora*, and at dark was within 5 miles, but a rainy night favored his escape.

I was particularly anxious to catch the *Calypso*, believing she carried arms and powder, and is well adapted for a privateer.

Flora is a new vessel and her supercargo was mate of the *Memphis* when captured.

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

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, calling attention to inefficiency of his squadron, and reporting capture of steamer Virginia.

FLAG-STEAMER WACHUSETT,
Havana, January 2, 1863.

SIR: I have to acknowledge the receipt of sundry communications, enclosing extracts printed and written, relative to vessels engaged and preparing in different ports to be engaged in contraband trade, which will be of advantage. I beg leave to inform the Department that I am in possession of much valuable information in relation to illicit traders. I am constantly receiving it from various reliable sources, which tallies with that sent me, and upon which I have acted promptly. Such, however, is the condition of the vessels at my disposal that it is impossible to effect a tithe of what I would like to do. I have again to call the attention of the Department to the inefficiency of the squadron under my command. I have only five vessels, and an area of thousands of miles to guard.

I take the liberty to ask the Department whether the vessels now cruising in these waters, the *San Jacinto*, *Vanderbilt*, and others, can not be under my command to insure unison and concert of action.

Unless the number of vessels subject to my orders are increased, I shall find it difficult in many respects to carry out the wishes of the Department. I am fully aware that several Confederate vessels, or vessels engaged in contraband trade, as you state, have run the blockade. This was to be expected with the small force I have. I therefore hope the honorable Secretary of the Navy will at once give me an ample force, and I will insure successful results. The moment I was made aware of the presence of the *290* in these waters I sailed in pursuit of her. Had my means been adequate, by a sufficient number of vessels, the capture of the rebel *Semmes* would have been made ere this.

The results of my last cruise have been the capture of the valuable Confederate iron steamer *Virginia*, formerly the *Noe-Daquy*, which will be detailed to you in another dispatch, giving an account of the cruise.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to cruise in search of the Alabama, and capture of steamer Virginia.

U. S. FLAG-STEAMER WACHUSETT,

January 2, 1863, at The Havannah.

DEAR SIR: In my last note I informed you of my intended departure with this steamer, the *Wachusett*, and *Sonoma* in search of the *Alabama*. I had some knowledge of the intentions of *Semmes* while in the *Sumter* and concluded he would resort to the same places to recruit in the *Alabama*. One was the Grand Cayman Island, and for it we sailed with all speed. After passing Cape [San] Antonio we encountered for three days a very heavy norther, one of the most violent that had been experienced throughout the Caribbean Sea for some years. This ship went to sea repairing her starboard boiler; detached the screw; was under sail for twelve hours. We rounded Cape [San] Antonio with a fair wind from the north, which was the beginning of the gale above referred to. Our boiler tubes again burst out, and during the gale it required sixteen hours to fix. We encountered a very heavy sea. The *Sonoma*, in company, rolled away her smokestack, but fortunately it fell inboard and was saved. The *Wachusett* had her headrail washed away and was strained considerably, so that a great many seams are nearly destitute of oakum, and the decks leak very much.

On the fourth day we reached the Grand Cayman and found the *Agrippina* bark had left only three days before. This is the vessel which supplied the *Alabama* with 200 tons of coal at Martinique. She had been waiting for the *Alabama* nine days and left very suddenly and at night in consequence of a signal having been made in the offing, supposed to have been by the *Alabama*. This was the evening of the commencement of the gale in which we suffered. At Grand Cayman I received notice of the capture of the *Ariel* through our vice-consul from Jamaica, which gave the *Alabama* time to reach the Grand Cayman on the evening the *Agrippina* sailed. It was ascertained also that *Semmes* had determined to intercept the homeward-bound California steamer

which passes by the route round Cape [San] Antonio, and it was almost certain that there was a great probability of his being off there at the time of the next one being due, and thither I determined to follow and look after him. In the meantime I judged he may have gone for a few days to Oienfuegos, the only port on the south side where the Confederate agents on this island can be communicated with.

After twenty-four hours' hard work the smokestack of the *Sonoma* and the burst tubes of the boiler of the *Wachusett* were in condition to go to sea, when we left to call in at Oienfuegos. This we reached in thirty-six hours. No news was obtained. The *Wachusett* took in 75 tons of coal and left on Christmas morning for the locality of Cape [San] Antonio, coasting the reefs of the south shore to the westward of Oienfuegos. We reached the cape on the 26th, and remained 27th, 28th, and part of the 29th. Nothing was seen, and, as it was probable the steamer was detained, I determined to visit the island of Cozumel and the harbor of Mugerés, near the north point of Yucatan, believing that the *Agrippina* may have made that as a place of resort for discharging the remainder of her cargo then on board. I was led to this from the fact of the impossibility of her being able to reach a port to windward during the bad weather, and therefore the necessity of reaching a secure harbor. Off Cozumel we gave chase to a schooner, which took refuge in the harbor of Mugerés, and which led us to discover a steamer at anchor under the land, to all appearance the *Alabama*. All hands were greatly excited, and a contest expected, but she turned out to be the steamer *Virginia*, an iron-built [steamer], that had arrived a few days before to refit, receiving her necessary outfit, as well as a portion of cargo, by the schooner *Pepita* from The Havannah, and on examination she proved to be under the Confederate flag, which was found on board and had been hoisted. The captain made a clean breast of it, and gave a certificate that she was wholly Confederate. The Mexicans, however, said she was a Spanish slaver, from a suspicion that she had been engaged in landing a cargo of slaves, and they put a guard of soldiers on board, who, with the crew, were in a great state of disorder, and fears were entertained that a fight would ensue and the Confederate crew overpowered by an armed mob of Mexicans who were on board and had possession to the number of sixty or seventy. I determined to get rid of them and hold the vessel as a Confederate prize in case there was no proof of her having been a slaver or was then engaged in the slave trade. This I did, and put Lieutenant Houston, with a guard of 18 marines, on board to preserve order and hold her until advices could be received from Merida, which would require some eight or ten days. The schooner *Pepita* was also held possession of with the supplies for the *Virginia*.

The agreement I entered into was to await the result of the enquiry from Merida and to avoid doing anything offensive or that might be so considered as interfering with the authorities, such even as they were, and I succeeded in my objects to my entire satisfaction. The steamer is a valuable one, and will be a prize to the *Wachusett* and *Sonoma*. We shall return to cruise off the cape as soon as we fill up with coal, our fuel being exhausted on our arrival here, and our boilers leaking so badly it was at one time doubtful if we should be able to reach our port. The *Sonoma* was obliged to anchor off one of the keys of this island to cut wood for steaming. Fortunately we discovered her and supplied her with what we could spare.

I am much pleased with the exertions and energy of Commander Stevens and his officers for their perseverance in overcoming many difficulties and mishaps which have occurred during this short and arduous cruise.

As well I deem it my duty to bring to your favorable notice the executive officer of the *Wachusett*, Mr. Fleming, and the chief first assistant engineer. I have favorable accounts from the other portions of the squadron from Commander Ridgely, of the *Santiago de Cuba*, who has visited all the weather islands of the Bahamas, as directed in my orders and instructions to him, and is now on the usual track of the blockade runners between Charleston and Nassau, near the Bahamas. We shall leave this in a day or two, and if no further developments take place relative to the 290 will carry out my views as above indicated.

Very truly and respectfully,

CHARLES WILKES,
Acting Rear-Admiral, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

P. S.—If the time of the arrival of the California steamers off the different capes and passages could be furnished me, it would enable me to have a vessel or vessels there to secure them safe escort and to encounter the rebel pirates. It, of course, would be considered strictly confidential, and I judge would be a great security for the owners and shippers by them.

Respectfully,

C. WILKES.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, calling attention to inefficiency of his squadron from lack of sufficient number of vessels.

FLAG-STEAMER WACHUSETT,
Havana, January 2, 1863.

SIR: In reply to your letter of the 1st of December: I have not entered any British port, except Bermuda, nor do I intend to enter or permit any of the vessels of the squadron to ask permission to enter, or subject myself and those under my command to the discourtesies those who have entered heretofore have received. Any occurrence will be promptly communicated, as it has been, to the Department.

We shall not cease to be vigilant in our endeavors to capture vessels engaged in carrying supplies and munitions of war to the insurgents, which are running between Nassau and Charleston. Some may escape us, but the best proof you can have of our vigilance is that their trade has been interrupted and put an end to since our arrival within the Bahama waters, of which the authorities and inhabitants make great complaint and lavish much abuse upon me, as you have no doubt seen. How the Department can expect that all vessels can be captured or prevented from running the blockade I can not conceive, when it knows that I have repeatedly informed it that I have too few vessels to guard every outlet of this most extensive group in the West Indies, surrounded by banks and reefs of the most dangerous kind to navigation. Had I been supplied with the force I suggested and failed to carry out the instructions given me I should deem myself in a manner at fault. The five vessels I have under my command have been very actively engaged, though inefficient in very many respects for this service. I have deemed it necessary for the present (as more imperative) for the *Wachusett* and *Sonoma* to hunt up the rebel steamer *Alabama* and others. Of their late cruise in search of her my note to you of this date will give you abundant particulars.

I take again the liberty to call the attention of the Department that I have not the number of vessels to compass the field of operations designed for me and to protect our commerce and insure its safety from the depredations of the rebels.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to his proceedings at Bermuda and reasons for same.

FLAG-STEAMER WACHUSETT,
Havana, January 2, 1863.

SIR: I have to acknowledge the receipt of your letter of the 2d December in reference to my proceedings at Bermuda, and the comments of the British minister, Lord Lyons, thereon.

In reply to the first point, I most positively deny that either of the vessels ever anchored so as to control the movements of ships desiring to enter or depart from the port of Bermuda. We but maintained a system of cruising outside of the neutral waters of Bermuda, in and under our rights as a belligerent, and perfectly consistent with that defined by Lord Stowell, which Lord Lyons quotes, in the case of the *Anna*.

On the second point of offensively and unlawfully placing sentinels on British territory: The *Sonoma* and *Tioga* went alongside of the wharf to coal, and their usual gangway sentinels were placed so as to prevent any intoxicating liquors from being conveyed on board to our men, having no reference to British territory whatever, unless United States ships became so in fastening to a private wharf of an individual of Bermuda. This is customary in all naval services; it was not done offensively nor unlawfully. No objection was made to it whatever, as I am informed by the commanders, and it was not unlawful to guard our own men without any reference to the inhabitants or authorities of Bermuda. I most emphatically deny that sentinels were placed on British territory.

His third ground is that I contemptuously evaded the orders of her Majesty in regard to the supplies of coal, which vessels of belligerent parties obtain in a British port. Of this he fails to give an instance, and I most positively assert that every decorum was used by me in all my communications and conduct to his Excellency the governor and the other authorities of the island, as my correspondence with him abundantly proves.

He refers again to a quotation in which the word "instruct" occurs. I took exceptions to it, from its well-understood meaning, to instruct me, and that I would not permit him to use so obnoxious a word in a dispatch to me, as my Government had alone that power. There was no defiance in it, nor any intention of breaking the rules in any way of her Majesty, or of obstructing the performance of the governor's duties, nor can the sentence be construed to imply that I meant to attempt it, without a most extraordinary torturing of language to suit certain ends. Under the discourtesies of Governor Ord, I deemed it

but proper and right to give him the rebuke I did. I have always endeavored to cultivate a friendly feeling with all government officers. While maintaining our own rights I shall ever respect the rights of others, and never permit my forbearance to be exhausted, though my patience may be severely tried, and never permit myself to transgress the recognized laws and regulations of the governments or international law.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, concerning arrival of C. S. S. Alabama in the West Indies.

FLAG-STEAMER WACHUSETT,

Havana, January 3, 1863.

SIR: Your letter of the 15th instant [ultimo] has been received on my arrival here. I regret it was not a more full statement of your operations on your cruise to the Windward Bahama Islands. You have no doubt heard of the acts of the *Alabama* in the Windward passages. I think it would be advisable, if you can be spared from your station, to run off there with the *Tioga* about the time the mail steamer makes that point. She leaves New York on the 1st, 11th, and 31st of each month, and probably takes five days to reach there. It may be possible, as the *Alabama* is in search of one of them, she will be fallen in with; if so, you will have an opportunity of capturing her, which is devoutly to be wished. I have nothing further to add to my instructions of the 1st of December. Your coaling will of course take place at Turtle Harbor, where you can communicate with me more readily.

The arrival of the *Alabama* in these waters has necessarily directed my attention to a subject of more importance than employing the vessels in the blockade of Nassau and the Bahamas. However, it is left discretionary with you to forego for a time the instructions given you if you can aid in thwarting the depredations of the *Alabama*, and you will consider yourself at liberty to proceed on very well-founded reports of her whereabouts to seek her, and afterwards return to your main object in guarding the channels, as heretofore, leading into Nassau and the islands of the Bahamas. I enclose you a further list of the vessels that have fitted or are fitting out in England to run the blockade.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Commander D. B. RIDGELY, U. S. Navy,

Commanding Steamer Santiago de Cuba, West India Squadron.

P. S.—When necessary you will procure provisions at Turtle Harbor or Key West. A supply vessel will probably touch at the former place. Failing to procure provisions at either of the above places you will get them at Havana.

Yours,

C. W.

Report of Oommander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, relative to cruise in search of C. S. S. Alabama and capture of brig Comet.

U. S. S. SANTIAGO DE OUBA,
Key West, January 5, 1863.

SIR: I received to-day, through Commander Stevens, your communications from Havana of the 3d instant. My letter of the 15th ultimo in relation to the cruise with the *Tioga* among the Windward Bahamas would have been more in detail had I supposed it could have reached you through that channel before my falling in with you. On the 26th ultimo I left at Stirrup Cay another communication, which has probably failed to reach you.

I left the anchorage off Great Stirrup Cay, in company with the *Tioga*, on the 6th of December, to visit the Windward anchorages. On the 8th we passed through the passage between Eleuthera and Cat islands into Exuma Sound, and anchored the same day off Fernandez Cay. On the 9th and 10th we passed close along San Salvador and Conception islands and Rum Cay, and on the evening of the 10th anchored at the N. E. end of Long Island, off Dove Cay. Exuma Sound is full of secluded and safe anchorages, such as a piratical vessel would seek. More convenient places for their purposes could not be found.

I made diligent enquiries and took every means of procuring information at every stopping place, but without hearing of the *Alabama* or seeing any vessel of suspicious character.

By the 12th it was well into the dark of the moon. I had examined every point which appeared to demand it and the *Tioga's* supply of coal was getting low. It seemed to me important that we should make the best of our way to the offshore blockade, and on the 12th we anchored off the south end of Eleuthera, on the return to Stirrup Cay. We arrived there on the 14th, and the *Tioga* having taken her supply of coal from the brig *New Era*, I left there in company with her for the cruising ground to the northward of Abaco, hoping to intercept vessels bound from Nassau to Charleston.

We left together on the 16th ultimo, but in consequence of very severe weather the *Tioga* was compelled to part company on the second night out. I continued on my way alone, fearing to lose the dark nights, and desiring to carry out your directions in relation to the offshore blockade as speedily as possible. I cruised over the ground which the vessels would have to take in daylight, but saw no steamer except the mail packet *British Queen*. The weather was heavy during most of the time, and the blowpipes of our engine became so seriously disabled that I was compelled to come to Key West for repairs.

On the 25th of December, while returning to Stirrup [Cay] I boarded the brig *Comet*, under the British flag, and bound ostensibly from Nassau to Baltimore. Her cargo and other circumstances about her being of suspicious character, I seized and sent her into Key West for adjudication. Finding no communication at Stirrup Cay, I left there on the 26th for this place, to make the necessary repairs alluded to, and obtain coal and provisions. To accomplish these purposes I am making all possible dispatch. The nature of our repairs prevents coaling until they are completed.

At the earliest moment practicable I shall leave here. I shall probably be ready for sea the last of the week. The *Ootorara* is watching

the Providence Channels. The *Tioga* went to Havana, for what purpose Commander Olary has doubtless informed you. I have not seen him since the 16th of December.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Letter from Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, acknowledging receipt of orders and relative to blockade runners.

U. S. S. TUSCARORA,
Cadiz, January 5, 1863.

SIR: I have the honor to acknowledge the receipt of your orders of September 5 and December 1, which reached me on my arrival here January 3. I greatly regret that the order of September did not reach me in time to have enabled me to avail myself of its import.

I have not been able to obtain from Mr. Adams any information as to the loading of vessels in rebel service; indeed, while this ship was lying at Southampton in July last the *Merrimac* was openly freighted with arms and ammunition at Plymouth, and her intention to run the blockade a matter of public notoriety, but I, although within a few hours' sail of the place, had no knowledge of her until her departure was announced in the papers. Since that event I have requested the consul at Liverpool to notify me of all vessels under his knowledge engaged in rebel employ. The business of running the blockade is so enormously profitable that a great many vessels are embarked in it. My last communication will have informed you of several recently overhauled by me at Fayal and Madeira, but without discovering goods contraband of war on board.

On closing the first year of this cruise I feel it my duty to express my entire satisfaction with the gentlemen who hold acting appointments as masters on board of this ship, and I have to recommend Acting Master's Mate F. A. Miller for promotion to acting master; he is a zealous and useful officer.

I have been obliged to assign Corporal Henderson, of the marines, to the duty of master at arms, and request that he may be transferred to that rating that he may be entitled to the pay. My marine guard is reduced to eight men. Will you authorize me to enlist men as marines to fill up the deficiencies?

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

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. consul at St. Thomas, West Indies, to the Secretary of the Navy, reporting the presence of Confederate privateer Retribution and consequent detention of American vessels.

CONSULATE OF THE UNITED STATES OF AMERICA,
St. Thomas, January 5, 1863.

SIR: On the 20th of December, 1862, I forwarded to the Department of State certain information respecting a schooner called the *Retribu-*

tion, stating my belief that she was a privateer, and on the same day informed you that the *San Jacinto* had started in pursuit of her.

I have now to report that on January 3 the *Retribution* chased back into this harbor two American vessels, the brig *Gilmore Meredith*, of Baltimore, and the schooner *Westward*, of Bangor. There are at present in this port a number of American vessels afraid to venture out.

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

JOHN T. EDGAR,
U. S. Consul.

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

Order of the Secretary of the Navy to Commodore Thatcher, U. S. Navy, commanding U. S. ship Constellation.

NAVY DEPARTMENT, January 6, 1863.

SIR: Until otherwise ordered by the Department, you will remain in the Mediterranean with the *Constellation*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore HENRY K. THATCHER,
Commanding U. S. Ship *Constellation*, Spezia, Italy.

Order from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, not to trespass upon British waters.

NAVY DEPARTMENT, January 8, 1863.

SIR: I transmit herewith a copy of a communication addressed to the Secretary of State by Lord Lyons, together with copies of the letters that accompanied it, representing that our cruisers in the neighborhood of the Bahamas are in the habit of disregarding the regulations of her Britannic Majesty's Government with regard to the use by belligerents of British waters. The Department enjoins upon you and those under your command not to trespass upon what are clearly British waters. It is not an admitted fact that all the shoals about the cays of the Bahamas beyond a marine league from the shore are within the territorial jurisdiction of Great Britain. In the case of the *Bliss Reed*, it would appear from Commander Collins's report that she was seized about 4 miles distant from the cays in the vicinity.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron, Havana.

[Enclosures.]

WASHINGTON, December 29, 1862.

SIR: I have the honor to lay before you copies of a dispatch and of a report enclosed in it, which I have received from Vice-Admiral Sir Alexander Milne, commander in chief of her Majesty's naval forces on the North American and West Indian station.

The admiral informs me that it has been represented to him that the commanders of the vessels of war of the United States in the neighborhood of the Bahama Islands have disregarded the regulations of her Majesty's Government with regard to the use by belligerents of British waters, and he suggests that the attention of the naval officers should be called by their own Government to these regulations.

Intelligence has also been communicated to the admiral from which it would seem that there is reason to fear that in one instance, at least, a United States cruiser has even exercised belligerent rights within the Queen's dominions. You will see that if the statements in the enclosed papers be correct, a schooner, the *Elias Reed*, has been captured within her Majesty's territorial jurisdiction.

The regulations of her Majesty's Government with regard to the use of British waters by belligerents are well known to you. They were published in the Official London Gazette of the 31st of January last, and the attention of the U. S. minister in London was specially called to them by her Majesty's principal secretary of state for foreign affairs in a note dated the 25th of last March. I am confident that the Government of the United States will be anxious to check all transgressions of them by its naval officers.

Nor do I doubt that if the facts in the case of the *Elias Reed* be such as they are represented to be, the Government of the United States will be prompt to offer ample satisfaction to her Majesty's Government for the violation of British territory, as well as to make due compensation for any private losses which may have been caused by the unlawful capture.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD.

NILE, AT NASSAU, *December 16, 1862.*

MY LORD: I forward to your Excellency the following extracts of a dispatch from Commander Malcolm, dated 24th November, 1862, respecting the proceedings of the United States cruisers on the coasts of the Bahama Islands:

A letter dated 10th November, written by J. N. Brown, a police magistrate at Green Turtle Cay, to the governor, Mr. Bayley, states the schooner *Elias Reed*, from Georgia, laden with turpentine, had been captured by the U. S. cruiser *Octorara*, Commander Collins, in some position not clearly defined to the eastward of a line drawn from Fish Cay and the nearest point of Little Abaco, and to the westward of Turtle Cay.

It appears that the U. S. vessels *Octorara*, Commander Collins, and *Sonoma*, Commander Stevens, came on the Little Bahama Bank, and were seen on the 5th November by the *Mary Mankin*, John Roberts, master, between Seal Cay and Strangers Cay. The schooner *Elias Reed* was seen on the same day near Fish Cay going to the eastward. On the 6th November the *Octorara* was seen near Seal Cay with the *Elias Reed* as a prize. Mr. J. Nibbs Brown had an interview at Green Turtle Cay with the United States commanders, Collins and Stevens. The former said the *Elias Reed* had been captured out of British waters, and said he was going to the eastward through the narrow channel in order to see the remains of the wreck of the *Adirondack* on Elbow Reefs.

I believe it is the intention of his Excellency the governor to report the proceedings of Rear-Admiral Wilkes and Commander Collins to the home Government.

And on the same subject I transmit the copy of a representation addressed to his Excellency O. J. Bayley, O. B., the governor of the Bahamas, from the police magistrate of Abaco. It is no doubt a well-

established fact from information which has been conveyed to me that the vessels of war of the United States are in the habit of disregarding the instructions of her Majesty's Government, and make use of and anchor in the ports, roadsteads, and waters of the Bahama Islands without the leave of the governor and not from stress of weather, and, as will be seen by Mr. Brown's statement, they have even illegally exercised belligerent rights within the limits of her Majesty's dominions by the capture of the schooner *Elias Reed*. This case appears to be so clear a violation of neutral territory that I submit it for your Excellency's consideration should you see fit to put forth any claim on behalf of her owner, or to bring to the notice of the U. S. Government the irregularities on the part of the United States cruisers in using the cays within her Majesty's territories in contravention of Earl Russell's letter of instructions of the 31st January, 1862, of which it would, however, appear that the United States cruisers have not been officially informed by their own Government.

Further, I enclose copies of two notes on the subject which have just been handed to me by Governor Bayley.

ALEXR. MILNE,
Vice-Admiral and Commander in Chief.

HON. LORD LYONS.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding an implication of having violated British territory.

U. S. FLAG-STEAMER WACHUSETT,
Havana, January 24, 1863.

SIR: I am in receipt of your letter of January 8, transmitting a copy of a communication addressed to the Secretary of State by Lord Lyons, which I have attentively read. There is no definite charge made against us that we have violated the British territory. So far as the case of the *Elias Reed* is concerned, she was at least 4 miles from any land—by the oath of the officers of the *Ootorara*—outside of the neutral territory. It is true she was on the Little Bahama Bank, but it is held, according to Wheaton's Elements of International Law, part second, page 234, that the term "coast or shore" does not properly comprehend all of the shoals which form sunken continuations of the land perpetually under water. There has not been a case that has come within my knowledge of any infringement of her Britannic Majesty's proclamation by anyone of my squadron, nor has any individual belonging to the squadron in any way interfered with or done any violence to the subjects of her Majesty. Stress of weather has frequently caused our vessels to anchor on the banks, where there is no jurisdiction whatever, and which are permanently covered with water. But one capture has been made, of a small schooner within $1\frac{1}{2}$ or 2 miles of an isolated sand cay, some 6 or 7 miles from any land, and I believe she has been restored at Key West, so I am informed by Commander Collins, who captured her. On the other hand, the whole inhabitants, including the white population, give every aid and countenance to the rebels, affording them pilots, storing the goods of the Confederate Government, and every other act that may be in their power to lend. These are well-known facts to every one, and are not denied. In fact, as much aid is given them as if they were a rebel population. The whole trade of Nassau is made up now of these contraband operations.

The version of the story given by Mr. Brown is very English, and although the facts given relative to the peaceable visit of Commanders Collins and Stevens are not denied, yet it is a misrepresentation given to please the authorities at Nassau. Mr. Brown was accompanied on board the *Octorara* by a drunken companion named Saunders, collector, and it was the conduct of this individual that shocked our officers, and of which Commander Collins spoke to Mr. Brown. So far as Mr. Brown's complaint was concerned, he himself evinced every desire to have the officers procure, by purchase, the few articles they took. The vessels had been ordered by me to visit the wreck of the *Adirondaack*, in obedience to your orders, and passed through and between the cays as a common highway being used by all vessels engaged in trade to these islands, when deemed necessary, and is so now, particularly by the blockade runners, without hindrance whatever.

It does seem to me very remarkable that when the British men-of-war are receiving every attention and kindness in the ports of the Union, they should show such a want of common courtesy as to endeavor to find fault with or carp at what benefits, and small things, indeed, that our vessels derive from the little intercourse they have had with any of the inhabitants of these islands. They have always sought us, rather than we them, for the purpose of profit.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, regarding steamer Virginia.

FLAG-STEAMER WACHUSETT,

Mugeres Harbor, January 9, 1863.

SIR: You will proceed in the *Sonoma* to Sisal on business connected with the Confederate steamer *Virginia*, Captain Johnson, now in our possession, awaiting the investigation of the authorities who have detained her on suspicion of being a slaver. Not having received any answer in the time stipulated in my agreement with Captain Urcelay, you will inform the authorities that I can not permit myself to be any longer bound by the agreement made with him, the time—ten days—having expired. That the vessel is a Confederate steamer there is no doubt, and can not be shielded from capture by any subterfuge, or detained by them under any pretense. That she was sold to the Confederates I have ample proof, at or before the time of her entering this port, in which she put in distress to make repairs; that the Mexican authorities had no right to take her on suspicion of being a slaver. She was therefore unjustly seized upon, and there is no proof of her being engaged in the slave trade under Spanish colors, but merely suspicion on the part of the officer who seized her for his personal benefit.

It may be necessary for you to go to Merida to communicate with the consul, Signor Patrullo, to whom I have written and sent a copy of the agreement and certificate of Captain Johnson, of her being a Confederate vessel, and demanding her clearance.

I need not say to you that it is necessary to act promptly with the authorities in this case, and to take positive grounds as to our rights to capture her.

I see no difficulty in this question, or any likely to arise. A desire to treat the Mexican authorities as a friendly power, and with good will and friendship, has prevented me from acting at once; at the same time I can not permit the vessel to fall into the hands of the Confederates, or in any manner escape from capture by us.

I have thought proper to take possession of the schooner *Pepita*, in which part of the supplies of the steamer *Virginia* had been brought from The Havannah by Captain Johnson, consisting of provisions for her crew, who are now destitute of the means of support, and contraband articles, in consequence of depredations committed by the parties appointed by Captain Urcelay to hold her in charge, and the infringement of the agreement entered into by him with me, in order that hereafter the same may be subject to adjudication when the *Virginia* shall be tried before the prize courts of our country.

There may arise many points of which I can have no conception in this business, and therefore after the above general views your own good sense and knowledge of the case must decide you how to act.

I am, very respectfully, your obedient servant,

[CHAS. WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS, U. S. Navy,
Commanding Steamer Sonoma, West India Squadron.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of capture of British schooner Rising Dawn.

U. S. S. OCTORARA,
At Sea, January 10, 1863.

SIR: I have the honor to report that we this day captured in North West Providence Channel, in latitude about 26° 13' N. and longitude about 78° 07' W., out of sight of any land, the English schooner *Rising Dawn*, of about 130 tons burden, from Nassau, New Providence, bound to New York, with a cargo of 2,638 bushels of salt. She has one family of a man, his wife, and seven children, as passengers, and a crew of five men, the mate, and captain. She has, in addition to the salt, the only article mentioned in her manifest, lucifer matches, soap, coffee, and gunny bags.

Her captain admits to having remained in port eighteen days after the date of clearing from the custom-house, and then sailed on the 31st ultimo, and put back into Nassau on the same day from stress of weather, and sailed again yesterday. I send her to Key West for adjudication, in charge of Prize Master A. N. Gould, acting master, U. S. Navy.

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

N. COLLINS,
Commander.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to movements of U. S. S. Alabama and rumors of the Oreto's (Florida) escape from Mobile, Ala.

NAVY DEPARTMENT, *January 10, 1863.*

SIR: From a dispatch recently received from Commander Ronckendorff, of the *San Jacinto*, it is feared there is another piratical steamer in the West Indies besides the *Alabama*. Commander Ronckendorff learned at Barbados that a steamer supposed to be the *Alabama* was or had been at the island of Blanquilla coaling from a schooner. He proceeded thither via Cumana and arrived there on the 15th of December, but the suspicious steamer had left the evening previous. Although the description given by the few persons on the island corresponds with that of the *Alabama*, a comparison of dates dispels the idea that the two vessels are identical.

The *Alabama* captured the *Ariel* December 7, off Cape Maysi, and released her on the evening of the 9th, whereas the steamer which coaled at Blanquilla left there on the 14th, having been there five or six days.

It is possible this latter vessel may have been the *Oreto*, as it was not long since rumored that she had escaped from Mobile. She is almost a sister ship to the *Alabama*, except that she has two funnels.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron, Havana, Cuba.

Report of Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, relative to the transport ships Lucinda and Sparkling Sea running on a reef.

U. S. BARK GEMSBOK,
Turtle Harbor, E. Fla., January 10, 1863.

SIR: It again devolves upon me to report to you another series of disasters happening in this vicinity. On the afternoon of January 7, at 4 o'clock, a large ship was descried 13 miles to the northward of us running down with fair wind and weather, until she ran on the reef a short distance to the northward of Beacon M. Noticed her clew up sails, endeavoring to get off, without success. I sent the launch with an officer and crew at once to their assistance, who finally, after many efforts, succeeded in kedging her off the reef into deeper water to await a change of wind or a steamer to proceed from her dangerous position. Her name is the *Lucinda*, captain [Thomas Smith?], from Hampton Roads, Virginia, and one of the transports composing the fleet of Major-General Banks's expedition; was laden with a company of troops, accompanying Battery —, which was on board, with horses, forage, etc. Early on the morning of the 9th of January another large ship was noticed to have run on the reef about 3 miles to the southward of the *Lucinda* and within a few fathoms of Beacon M.

The launch, which had not yet returned from the first vessel, immediately ran down to her, and, going on board, ascertained her to be the ship *Sparkling Sea*, from the same place, and employed in the same

service as the *Lucinda*, with like cargo. Found her beating heavily, broadside to on the reef, and hold full of water, and useless to attempt to save her. She will prove a wreck.

I dispatched word to Rear-Admiral Bailey, Key West, concerning these disasters, and requested him to send a steamer up to save Government property. Fortunately the U. S. S. *Sagamore* came along on the 9th and towed the *Lucinda* out in the Gulf, and she proceeded on her voyage without need of further assistance. She makes but little water and can finish her voyage. The *Sagamore* also took off the troops from the *Sparkling Sea* and took them to Key West. There is a small wrecking schooner alongside her, which can take off the crew when required. I attribute the disasters to the ships as arising from carelessness in not heaving the lead to ascertain where they were. Soon after the *Sparkling Sea* struck her crew refused to do duty, and I have an officer on board with boat's crew to preserve discipline and secure Government property.

January 16.—Since writing the above the weather has been so bad that [it] has prevented all communication to the ship, there being a strong easterly gale blowing, and the ship and cargo, consisting of a battery, with horses and forage, will prove a total loss.

Very respectfully, etc.,

EDWARD CAVENDY,
Acting [Volunteer] Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Engagement between the U. S. S. Hatteras and C. S. S. Alabama, January 11, 1863.

Report of Lieutenant-Commander Blake, U. S. Navy, of the engagement between the U. S. S. *Hatteras*, under his command, and the C. S. S. *Alabama*, Captain Semmes, C. S. Navy.

U. S. CONSULATE,
Kingston, Jamaica, January 21, 1863.

SIR: It is my painful duty to inform the Department of the destruction of the U. S. S. *Hatteras*, recently under my command, by the Confederate steamer *Alabama* on the night of the 11th instant off the coast of Texas. The circumstances of the sad disaster are as follows:

Upon the afternoon of the 11th instant at 3:30 o'clock, while at anchor in company with the fleet under Commodore Bell, off Galveston, Tex., I was ordered by a signal from the U. S. flagship *Brooklyn* to chase a sail to the southward and eastward. I got underway immediately and steamed with all speed in the direction indicated. After some time the strange sail could be seen from the *Hatteras* and was ascertained to be a steamer, which fact I communicated to the flagship by signal. I continued the chase and rapidly gained upon the suspicious vessel. Knowing the slow rate of speed of the *Hatteras*, I at once suspected that deception was being practiced, and hence ordered the ship to be cleared for action with everything in readiness for a determined attack and a vigorous defense. When within about 4 miles of the vessel, I observed that she had ceased to steam and was lying broadside on, awaiting us. It was nearly 7 o'clock and quite dark, but notwithstanding the obscurity of the night I felt assured from the general character of the vessel and her maneuvering, that I should soon encounter the rebel steamer *Alabama*.

Being able to work but four guns upon one side of the *Hatteras*, two short 32-pounders, one 30-pounder rifled Parrott gun, and one 20-pounder rifled gun, I concluded to close with her in order that my guns might be effective, if necessary. I came within easy speaking range, about 75 yards, and upon asking "What steamer is that?" received the answer, "Her Britannic Majesty's ship *Vixen*." I replied that I would send a boat aboard, and immediately gave the order. In the meantime both vessels were changing their positions, the stranger endeavoring to gain a desirable position for a raking fire. Almost simultaneously with the piping away of the boat the strange craft again replied, "We are the Confederate steamer *Alabama*," which was accompanied by a broadside. I at the same moment returned the fire. Being well aware of the many vulnerable points of the *Hatteras*, I hoped by closing with the *Alabama* to be able to board her, and thus rid the seas of this piratical craft.

I steamed directly for the *Alabama*, but she was enabled by her great speed and the foulness of the bottom of the *Hatteras*, and consequently her diminished speed, to thwart my attempt, when I had gained a distance of but 30 yards from her. At this range, musket and pistol shots were exchanged. The firing continued with great vigor on both sides. At length a shell entered amidship in the hold, setting fire to it, and at the same instant, as I can hardly divide the time, a shell passed through the sick bay, exploding in an adjoining compartment, also producing fire. Another entered the cylinder, filling the engine room and deck with steam, and depriving me of all power to maneuver the vessel or to work the pumps, upon which the reduction of the fire depended.

With the vessel on fire in two places, and beyond human power a hopeless wreck upon the water, with her walking beam shot away and her engine rendered useless, I still maintained an active fire, with a double hope of disabling the *Alabama* and of attracting the attention of the fleet off Galveston, which was only 28 miles distant. It was soon reported to me that shells had entered the *Hatteras* at the water line, tearing off entire sheets of iron, and that the water was rushing in, utterly defying every attempt to remedy the evil, and that she was rapidly sinking. Learning this melancholy truth, and observing that the *Alabama* was on my port bow, entirely beyond range of my guns, doubtless preparing for a raking fire of the decks, I felt that I had no right to sacrifice uselessly, and without any desirable result, the lives of all under my command.

To prevent the blowing up of the *Hatteras* from the fire, which was making much progress, I ordered the magazine to be flooded, and afterwards a lee gun to be fired. The *Alabama* then asked if assistance was desired, to which an affirmative answer was given.

The *Hatteras* was now rapidly going down, and, in order to save the lives of my officers and men, I caused the armament of the ship on the port side to be thrown overboard. Had I not done so, I am confident that the vessel would have gone down with many hearts and valuable lives. After considerable delay, caused by a report that a steamer was seen coming from Galveston, the *Alabama* sent us assistance, and I have the pleasure to inform the Department that every living being was conveyed safely from the *Hatteras* to the *Alabama*. Ten minutes after leaving the *Hatteras* she went down bow first with her pennant at her masthead, with all her muskets and stores of every character, the enemy not being able, owing to her rapid sinking, to obtain a single weapon.

The battery upon the *Alabama* brought into action against the *Hatteras* numbered seven guns, consisting of four long 32-pounders, one 100-pounder rifle gun, one 68-pounder, and one 24-pounder rifled gun.

The great superiority of the *Alabama*, with her powerful battery and her machinery, etc., under the water line, must be at once recognized by the Department, who are familiar with the construction of the *Hatteras* and her total unfitness for a contest with a regularly built vessel of war. The distance between the *Hatteras* and the *Alabama* during the action varied from 25 to 100 yards. Nearly fifty shots were fired from the *Hatteras*, and I presume a greater number from the *Alabama*.

I desire to refer to the efficient and active manner in which Acting Master Henry [O.] Porter, executive officer, performed his duty. The conduct of Assistant Surgeon Edward S. Matthews, both during action and afterwards, in attention to the wounded, demands my unqualified commendation. I would also bring to the favorable notice of the Department Acting Master's Mate F. J. McGrath, temporarily performing duty as gunner. Owing to the darkness of the night and the peculiar construction of the *Hatteras*, I am able only to refer to the conduct of those officers who came under my especial attention, but from the character of the contest and the amount of damage done to the *Alabama*, I have personally no reason to believe that any officer failed in his duty. To the men of the *Hatteras* I can not give too much praise. Their enthusiasm and bravery was of the highest order.

I enclose the report of Assistant Surgeon Edward S. Matthews, by which you will observe that five men were wounded and two killed. The missing, it is hoped, have reached the fleet at Galveston. I shall communicate to the Department, in a separate report, the movements of myself and command from the time of our transfer to the *Alabama* until the departure of the earliest mail from this place to the United States.

I am, very respectfully, your obedient servant,

H. O. BLAKE,
Lieutenant-Commander, U. S. Navy.

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

[Enclosure.]

U. S. CONSULATE,
Kingston, Jamaica, January 21, 1863.

SIR: I have to report to you the annexed list of casualties as resulting from our recent brilliant but disastrous engagement with the rebel steamer *Alabama*:

John C. Cleary, fireman, Ireland, killed.

William Healy, coal heaver, Ireland, killed.

Edward McGower, fireman, Ireland, severe wound of thigh.

Edward Matlack, carpenter's mate, Delaware, slight wound of hand.

John White, boy, first class, Ireland, slight wound of leg.

Christopher Sleptowiteb, seaman, Austria, slight wound of back.

Patrick Kane, landsman, Ireland, slight wound of leg.

Acting Master Partridge and five men are missing, all of whom we may hope have reached the fleet at Galveston. The wounded are in a favorable condition and will soon be able to return to duty in the service of their country. Although destitute—owing to the rapid sinking of the *Hatteras*—of all medical stores, and even of sufficient covering

for the wounded, yet no difficulty was experienced in their proper treatment. An ample supply of medicines and surgical appliances was placed at my disposal for the use of the sick and wounded of the *Hatteras* by the medical officers of the *Alabama*.

I am, very respectfully, your obedient servant,

EDWARD S. MATTHEWS,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander H. C. BLAKE,
Late commanding U. S. S. Hatteras.

Parole given by officers of the U. S. S. *Hatteras* to the commander of the C. S. S. *Alabama*.

We, the undersigned, commander and officers of the U. S. gunboat *Hatteras*, in consideration of our release as prisoners of war by the commander of the C. S. S. *Alabama*, do hereby solemnly pledge our sacred word of honor that we will not bear arms or in any manner serve against the Confederate States during the present war, or until regularly exchanged.

Signed by commander and other officers.

C. S. S. *Alabama*, at sea, January 11, 1863.

Witnessed by W. B. Smith, commander's clerk.

Certified to as a true and correct copy from the original on board the *Alabama*.

W. B. SMITH,
Commander's Clerk.

Report of Acting Master Partridge, U. S. Navy, of engagement between U. S. S. *Hatteras*, Lieutenant-Commander Blake, U. S. Navy, and C. S. S. *Alabama*, Captain Semmes, C. S. Navy.

U. S. STEAM SLOOP BROOKLYN,
Galveston, January 12, 1863.

SIR: A strange sail heaving in sight off this place on the 11th, the *Hatteras* was signalized to go in chase. We soon made the sail out to be a bark-rigged steamer, apparently endeavoring to escape us. We continued to gain on her gradually, until about 6:30 p. m., when we seemed to come up with her very fast. All hands were at quarters and everything ready for action at least twenty minutes before we came within hail, when Captain Blake asked, "What ship is that?" I understood the answer to be, "Her Majesty's ship *Spitfire*." Captain Blake then said, "I will send a boat on board." I was ordered to take charge of the boat. I had not moved one boat's length from the ship when the enemy opened fire on the *Hatteras*, which was immediately returned by the *Hatteras*. Both steamers then started ahead at full speed, exchanging broadsides for about fifteen minutes, when the firing ceased with great guns, but I heard a volley of musketry, which I thought was from both ships, they not being over 100 yards apart at any time during the action. I then discovered that the *Hatteras* had stopped, and was apparently blowing off steam, but it might have been the steam escaping from some injury during the action. I also saw the enemy steam up alongside of the *Hatteras*, and, as I supposed, board her. It being dark, I could not see the men, but I heard the cheering distinctly.

Up to this time I had been following the vessels, endeavoring to get on board, but was not able to do so. I now became satisfied that the *Hatteras* had been captured, and not knowing whether the fleet could

see us or not, we being some 20 miles from them, I thought it my duty to get back as soon as possible. Although I had no compass, I arrived here safe this morning at daylight.

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

L. H. PARTRIDGE,
Acting Master, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Western Gulf Squadron.

Report of Lieutenant-Commander Blake, U. S. Navy, late commanding U. S. S. *Hatteras*, of arrival at Kingston, Jamaica.

U. S. CONSULATE,
Kingston, Jamaica, January 27, 1863.

SIR: I had the honor to communicate to the Department under date of 21st January a detailed account of the loss of the U. S. S. *Hatteras*, in action with the rebel steamer *Alabama*. I have now the honor to inform the Department that after the transfer of myself and command from the U. S. S. *Hatteras* to the rebel steamer *Alabama* the officers were allowed the liberty of the vessel and the men placed in irons.

After a stormy voyage of nine days we arrived at Port Royal, Jamaica. As soon as permission could be obtained from the authorities we were placed ashore by Commander Semmes at Port Royal, and were with all dispatch conveyed to Kingston, under the guidance of the American vice-consul, John N. Camp. The condition of officers and men was truly pitiable; neither saved a single article of clothing, and men had not sufficient covering to protect their bodies from the inclemency of the weather. Landed on an unfriendly shore, in a state of abject destitution that should have commanded the sympathy of avowed enemies, we felt keenly the unkind criticisms of those who professed to have no dislike for our Government or its people. Under these circumstances, in order to maintain the health of officers and men, I have had no choice but to supply their urgent necessities, and to draw upon the Navy Department for funds.

Much credit is due to U. S. Vice-Consul John N. Camp, to whose prompt action we are indebted for an immediate amelioration of our condition. Feeling the necessity of reaching the United States at the earliest opportunity, I have chartered, under the direction of the American vice-consul, the American ship *Bordino*, commanded by Master Flowers. I shall call at Key West, so that the men may be supplied with clothing, and shall use every exertion to reach the United States without delay.

I have the honor to be, your obedient servant,

H. O. BLAKE,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Lieutenant-Commander Blake, U. S. Navy, late commanding U. S. S. *Hatteras*, stating the favorable report of court of enquiry held on the loss of that vessel.

NAVY DEPARTMENT, *March 23, 1863.*

SIR: It gives me pleasure to inform you that the court of enquiry recently convened at the navy yard, New York, for the purpose of investigating the circumstances attending the loss of the steamer *Hatteras* under your command, report that "prior to and during the

action" you discharged your duties as commander "in an efficient and praiseworthy manner," and that your "conduct thereafter was altogether commendable and proper."

The court report also that "the conduct of the officers and crew of the *Hatteras* was good, and every effort made by them to defend and preserve the vessel in this very unequal contest; and that after her loss, until their arrival in New York, their conduct was irreproachable, with the exception of that of Acting Assistant Paymaster F. A. Conkling and John McDonald, landsman."

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander H. C. BLAKE, U. S. Navy,
New York.

Report of Acting Master Williams, U. S. Navy, commanding U. S. ship Ino, of cruise in search of U. S. S. Alabama (290), in vicinity of St. Helena.

U. S. SHIP INO,
Off St. Helena, January 12, 1863.

SIR: In obedience to your order of November 3, 1862, I sailed from the navy yard, Brooklyn, N. Y., on the 4th instant [November]. On the morning of the 5th November I took my powder on board at Bedloe's Island, and went to sea in search of the *Alabama*, or 290. When in the latitude of 39° N., longitude 69° W., I experienced a heavy gale from the N. E.; carried away my foreyard, and did other damage to the ship. From here I shaped my course for the Western Islands; ran within 300 miles of them, having very bad weather all the time. Then I shaped my course for the track of outward-bound South American traders. When in the latitude 29° N., longitude 41° W., saw a large steamer steering N. W. It being calm at the time I could not follow her. From here I shaped my course for St. Helena, arriving there on the 5th of January, 1863. After remaining in port thirty hours I was notified through the American consul that I was infringing on the Queen's proclamation, and that I was requested to leave immediately. While lying here I had to procure 9,000 gallons of fresh water, and not having any specie on board I sought to draw a draft on the Department, but it was impossible to do so. I then offered to draw on the U. S. legation in London, which I could do, providing Mr. Gerard would endorse the bills. Thinking it an insult to the Government of the United States, Mr. Georges Gerard kindly obliged me with funds from his private purse to disburse the ship's expenses. It is with pleasure I recommend to the favorable notice of the Department the patriotic and obliging manner of Mr. Gerard toward us while staying at St. Helena.

I am now cruising off St. Helena in the track of homeward-bound American vessels. I have not heard of any Confederate vessels in the South Atlantic or on the coast of Africa.

I am in hopes my proceedings will meet with the approbation of the Department.

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

JAMES M. WILLIAMS,
Acting Master, Commanding U. S. Ship Ino.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, concerning desire for friendly relations between United States and Great Britain by both nations.

NAVY DEPARTMENT, *January 14, 1863.*

SIR: The subject of official intercourse and civilities, and the interchange of customary courtesies, between our naval officers and those of Great Britain, and also with the colonial authorities of that Government, has received the attention not only of this but the State Department, and also of her Majesty's representative, Lord Lyons.

It is the desire of each and all that a mutual friendly feeling should be cultivated and maintained, and his lordship gives assurance that he will address the naval officers of the British service in the Gulf, enjoining upon them the practice in a liberal spirit of all customary courtesies and attention to yourself and other officers of this Government in the service.

It is gratifying to me to know that you will be wanting in no act of comity. It is expected at all times, and especially desired at this period of affairs, that you should receive and extend all customary courtesies to the British authorities on sea and land.

Report to the Department any case which may occur in which due attentions and courtesies are refused to yourself or the officers under your command by British authorities.

I have the highest assurances that her Britannic Majesty's Government are as desirous as we are to allay the irritations which have heretofore prevailed in that quarter.

I have confidence in your intelligence, zeal, and fidelity to serve the country by enlightened forbearance when guarding its interests, as well as in forcibly maintaining, when necessary, its rights.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron, Havana, Cuba.

Letter from Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, to U. S. consul at Havana, Cuba, calling attention to privateer schooner Retribution in harbor of St. Thomas, West Indies, and enclosing report to Acting Rear-Admiral Wilkes, U. S. Navy.

U. S. S. ALABAMA,
St. Thomas, January 14, 1863.

SIR: I send with this a letter for Acting Rear-Admiral Wilkes or any other naval officer who may be at Havana senior to me in rank. A privateer schooner called the *Retribution* has been cruising of late round here, and has chased two American vessels back into the harbor. She was formerly the towboat *Uncle Ben*, of Charleston, but now hails from Wilmington as the *Retribution*, and recently arrived here from Wilmington with a cargo of cotton and turpentine, which was sold and the proceeds, or a part of them, applied to fitting her out as a privateer. A schooner was purchased, and it is supposed that the arms, ammunition, and equipments for the *Retribution* were sent out in this schooner at night. She is a dangerous vessel to have about, and I have sent to the admiral

and to the Navy Department a full description of her. I think we should have a small, handy steamer always in the neighborhood of this place, and I would stay about here myself if my instructions would justify me in so doing. After I have received my coal there will be but about 400 tons of anthracite on hand here, and this is all in the hands of the British vice-consul, who sells it to the blockade runners, and I doubt whether I shall be able to get any more of it after this. I have had great difficulty in negotiating a draft on the Government at 40 per cent discount to pay for my coal at \$14 the ton. It is a very unpleasant predicament to be placed in, but I can do nothing better than I have done, as I was furnished neither with funds nor credit.

A man calling himself Colonel Hicks came out in the *Retribution* and went to Havana in the last English steamer. I understand that he claims to have letters of marque for another vessel, which he may probably endeavor to fit out at Havana.

You will confer a very great favor by forwarding to me here by the return steamer any letters or papers you may have for this vessel.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, U. S. Navy.

U. S. CONSUL, *Havana, Cuba.*

[Enclosure.]

U. S. S. ALABAMA,
St. Thomas, January 14, 1863.

SIR: I enclose a copy of the orders under which I am acting. I arrived here on the morning of the 9th instant, and finding much excitement among the masters of American vessels in the harbor in consequence of the appearance off the port of a Confederate privateer schooner called the *Retribution*, and the chasing by her of two American vessels back to the harbor, I went to sea again the next morning and cruised for two days and nights in the Virgin Passage, the north and south sides and east end of Porto [Puerto] Rico, but without seeing anything of her. The *Retribution* is an old propeller towboat with engines out, and rigged as a schooner, with short lower masts, very square lower sails, and unusually large gaff-topsails; her fore staysail comes down to the stem. She has a rounded steamboat bow, without cutwater, and a round, overhanging stern, and carries a waist boat. She is said to be armed with three 9-pounder rifles, and is very fast. There is no coal here belonging to the Government, and I am obliged to purchase at \$14 per ton, and pay by draft at 40 per cent discount, and troubled to get it at that. The stock of hard coal here is small, only about 400 tons, and is in the hands of the British vice-consul, who, I am informed, sells to any and every one. So soon as my coal is on board and repairs completed I shall cruise, and endeavor to be here by the time the next steamer arrives from Havana, when I hope to receive from you orders or advice as to my future conduct. The British steamer *Pearl* left here yesterday for Nassau, where she will take in her cargo for running the blockade. She is a small, low steamer, two white pipes, and white wheelhouses, said to be very fast, and I judge she is, from the manner she left the harbor. There is another here, called the *Havelock*, repairing. She will leave soon. This place is becoming quite a depot for blockade runners. The intercolonial boats of the West India Company are all in, but I can learn nothing of the *Alabama*. The latest intelligence of her is the capture of the *Ariel*.

I have written to the Department suggesting that a supply of coal should be sent here, if it is intended to keep a force among the islands.

At present it is exceedingly embarrassing and mortifying to be obliged to go around almost begging persons to buy a Government draft, and to be told, as we have been by some, that 40 per cent was fair, but that they would not touch it at 50 per cent discount. United States legal-tender notes, the only funds we have, are 50 per cent discount, and a great favor rendered to take them at that.

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

ED. T. NICHOLS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
U. S. S. *Wachusett*, Havana.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of capture of English sloop Brave.

U. S. S. OCTORARA,
At Sea, January 15, 1863.

SIR: I have the honor to report that we this day, about 4:30 p. m., seized in the North West Providence Channel, in latitude about 25° 52' N. and longitude about 78° 35' W., the English sloop *Brave*, of about 9 tons, from and of Nassau, New Providence, with a cargo of 110 sacks of salt and 3 bales of sponge, bound to Baltimore. The persons found on board are the captain, Edmund Gardner, a mate, two seamen, and one boy, a passenger. There was neither land nor vessels in sight at the time of her seizure.

I send the *Brave* to Key West for adjudication in charge of Acting Ensign George F. Hollis. Herewith I send a complete list of the officers and crew of this vessel entitled to share in the capture of the *Brave*. The master, Edmund Gardner, was taken in the *Mary Teresa* last May by the *Unadilla*, under my command.

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

N. COLLINS,
Commander.

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

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of chase of two steamers, and acknowledging receipt of orders to join Eastern Gulf Blockading Squadron.

U. S. S. SAN JACINTO,
Key West, January 15, 1863.

SIR: I left St. Thomas on the 1st instant, the mail steamer not arriving from Havana, being three days overdue. On my way to this place I communicated at Ponce, island of Porto [Puerto] Rico, and Jacmel, island of San Domingo, and sent a description of the *Diavle* and *Retribution*, with a request that our consuls on the islands should be informed of such vessels being out.

When off Cape Tiburon, and in sight of the island of Navassa, on the morning of the 7th instant, I sighted two steamers, apparently in company, standing to the southward. I immediately gave chase. They

soon left me, having superior speed; both two-masted; judged them to be American, burning, as I had reason to suppose, anthracite coal, no smoke appearing during a chase of three and a half hours. By my calculations our Aspinwall steamers would pass there about that time.

Arrived off Havana on the morning of the 14th instant; sent Lieutenant-Commander Ohandler and Dr. Bragg to communicate with the shore, but was denied permission by a regulation from the governor-general that no boat could communicate with the shore from a vessel outside.

On my arrival here I received an order from Acting Rear-Admiral Theodorus Bailey to consider myself, with the *San Jacinto* under my command, attached to the Eastern Gulf Squadron, until further orders.

Very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

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

Escape of the U. S. S. Florida from Mobile, January 16, 1863.

Report of Commodore Hitchcock, U. S. Navy, commanding U. S. S. *Susquehanna*, of escape of U. S. S. *Florida* (*Oreto*) from Mobile.

U. S. S. SUSQUEHANNA,
Off Mobile, January 16, 1863.

SIR: For the past three days we have had bad weather from the southward and eastward and a heavy sea. Yesterday the wind hauled to the westward and increased in force. In the afternoon a break in the clouds to the northward permitted us to see the *Oreto* inside and to the eastward of Fort Morgan (full bark rigged). I gave orders for the *Cuyler* and *Pinola* to close in with us from the northward and eastward to one-half their usual distance; *Oneida* to do the same from the northward and westward. The *Pembina*, which had the duty of guarding the main channel, but had been driven outside the bar the night previous by the high sea, was placed as near the bar as possible. Before night I sent the *Pembina* to communicate verbally with the *Pinola*, *Cuyler*, and *Oneida* to say that the *Cuyler* and *Oneida* were the chasing vessels if the *Oreto* came out. (The *Cuyler* had signalized the approach of the *Oreto*.) Also made general telegraphic signal, "*Oreto* expected out; keep full steam."

At 3:15 this morning the *Pembina* made signal "Vessel running out;" made general signal "Vessel running out," beat to quarters, and prepared to slip. At 3:30 *Cuyler* made signal "Steamer running out;" made general signal "Chase." Saw a red light, supposed to be the *Pembina's*, pass to the eastward. Did not see the *Oreto* or any of our vessels, except the *Pembina*, from the darkness of the night. A light was reported a little to the eastward of the *Oneida's* position, from which I supposed she was underway, but about 4 o'clock a. m. the breaking of the clouds and rising moon showed her to us still at anchor.

At 4 this afternoon the *Pembina* returned. Captain Temple states that he saw a vessel under sail running out. Thought it might be an attempt to divert our attention from the *Oreto*, but made the signal, slipped his chain, and ran for her. The *Cuyler* soon crossed his course and hoisted a light. The vessel was lost sight of, but the *Pembina* followed her light until daylight. After running some 30 miles about

S. S. E. he left the chase, and thinks the *Cuyler* then was some 8 miles ahead of him, the *Oreto* 12. The *Pembina* was not one of the vessels pointed out to continue the chase indefinitely, but, like all the gunboats, was not to leave the blockade of this port.

Captain Jenkins, who left the *Oneida* on the 13th by your order, is still on board this ship, waiting a passage to New Orleans.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Captain Hazard, U. S. Navy, commanding U. S. S. *Oneida*, of escape of C. S. S. *Florida* (*Oreto*) from Mobile.

U. S. S. ONEIDA,
Off Mobile Bay, January 17, 1863.

SIR: At 3:25 a. m. on the morning of the 16th of January, having extra lookouts placed, it was reported to me that the *Susquehanna* was making concerted signal No. 2, white and red (vessel running out this pass). *Pembina* then hoisted a red light, soon after which the *Cuyler* made concerted signal No. 3, white and green (steamer running out).

As soon as signal was made that a vessel was running out I beat to quarters, stationing extra lookouts, having everything in readiness to slip chain in case I saw a steamer running between me and the *Susquehanna*. Everything being quiet, not hearing the report of guns, and the *Cuyler* appearing to be in her berth by the bearings taken at sunset, induced me and the other officers to think it a mistake or false alarm, particularly as I was within sight of the *Susquehanna*, and had been so nearly all the watch from midnight to 4 a. m., and she not making any signal for me to chase, although it had been told me the afternoon previous to chase the *Oreto*, which I should have done if I had seen her passing out the western part of the mouth of the main channel, where I was stationed to prevent the escape of any vessel passing between me and the *Susquehanna*. I should also have chased the *Oreto* had I seen her passing out between the *Susquehanna* and *Cuyler*, the latter vessel protecting the eastward part of the main channel.

Very respectfully, your obedient servant,

S. F. HAZARD,
Commanding U. S. S. Oneida.

Commodore R. B. HITCHCOCK,
Commanding Division, Western Gulf Blockading Squadron.

First report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. *Cuyler*, of escape of C. S. S. *Florida* (*Oreto*) from Mobile.

U. S. S. R. R. CUYLER,
Off Cape San Antonio, January 21, 1863.

SIR: I have the honor to report that while upon blockade off Mobile, on the night of the 15th instant, and during a northwest gale, a vessel passed between us and the commodore, running out under steam and sail, supposed to be the *Oreto*, although the officer who had the best sight of her says he could distinguish but two masts. We had steam

up and all ready to slip as usual, and in five minutes were turning to pursue her with all hands at quarters, agreeably to previous arrangement and orders from Commodore Hitchcock. Five minutes more were required to describe a semicircle and bring the enemy ahead, who, owing to the darkness and rolling motion of the vessel, could barely be kept sight of until daylight, when he appeared to be about 5 miles distant, and in spite of all the sail and steam we could carry, and other expedients of trimming ship resorted to, rather increased this distance during the following day; but toward evening, as the gale moderated, we were evidently gaining upon him, and with a few more hours of daylight, I think, would have had him within reach of our chase gun; but as darkness set in we lost sight of him at 6:32 p. m., and although our course was altered several times in hopes of confirming reports of his whereabouts, nothing more was seen of him, and my general course remained the same, about S. S. E., toward the west end of Cuba, where I thought it most probable he was bound, and where I thought there was some prospect of my again seeing him. On the morning of the 18th I overhauled, or passed sufficiently near to satisfy myself of the character of several sail that I fell in with off Cape San Antonio, and having found Commander Ridgely, of the *Santiago de Cuba*, cruising here, I obtained from him such information as led me to believe that the *Oreto* would endeavor to meet a large scotch steamer lying at the island of Mugerres, on the opposite coast of Yucatan. I therefore shaped my course there on the night of the 18th, and in company with the *Santiago de Cuba*, which alone had sailing directions for the place, sighted the island on the following day and saw several vessels inside, but the weather was thick and squally and the sea too high (lee shore) to hazard an entrance. We therefore lay off and on during the following night, and on the morning of the 20th I stood close inshore and sent in an armed boat to reconnoiter, and if practicable to communicate, which was done. The officer found upon the island a population of some 300 to 500 people, and some nine small vessels, two of the latter, coasting schooners, under Mexican colors, the others fishing vessels and mostly American build. From the Mexican official stationed here the officer learned that the large and suspicious iron steamer before alluded to had been removed several days previous by Admiral Wilkes and gone north. The people were very friendly and communicative, and although this place may have been selected as a rendezvous for rebel vessels, I think it has been abandoned since the first visit of Admiral Wilkes.

Since returning here last night I have fallen in with Admiral Wilkes (who sent the suspicious steamer to Key West), and have been ordered by him to visit the Grand Cayman and a port on the south side of this island, where he thinks there may be a rendezvous for the rebel privateers. It will then be necessary for me to look for coal, perhaps Key West, and rejoin the squadron or act as information may appear to justify. Will give you the earliest news of future movements.

In conclusion, I should perhaps mention that soon after daylight on the 16th, finding that one of the smaller gunboats (and not the *Oneida*, as supposed) was following, but dropping astern of me, that I signaled her to abandon the chase, believing at the time that I would overhaul the *Oreto* before night, and that I could do without her.

I am, respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Admiral D. G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

Second report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, of escape of C. S. S. Florida (*Oreto*) from Mobile.

U. S. S. R. R. CUYLER,
Off Mobile, March 12, 1863.

SIR: I received to-day your communication of the 10th instant, asking for a report of the occurrences connected with the escape of the *Florida* (*Oreto*), rebel privateer, from Mobile on the 16th of January, 1863, etc. I was under the impression I had sent, through you, to Admiral Farragut, a report of the material facts some two months since, but I may have omitted to mention occurrences of the preceding day, which you call for.

Upon reference to my journal it appears that on the 15th of January, 1863, the blockading force off Mobile was composed of the following force: U. S. steamers *Susquehanna*, *Oneida*, *R. R. Cuyler*, *Pembina*, *Aroostook*, *Kennebec*, and *Pinola*.

From the position of the *Cuyler*, the *Susquehanna* bore S. W. $\frac{1}{2}$ S.; Fort Morgan light-house, N. by W. $\frac{3}{4}$ W.; Sand Island light-house, N. W. by W. $\frac{1}{2}$ W.; Cove Tree, N. by E. $\frac{1}{4}$ E.; buoy on end of bar, W. by S. $\frac{1}{4}$ S.

At the commencement of this day the wind was strong from the southward and eastward, with a swell that made it necessary to take additional precautions in securing the battery. The low range of the barometer indicated a change, which took place between 9 and 10 a. m. by the wind hauling to the westward and finally to the W. N. W.

Previously to sunset a three-masted steamer came down Mobile Bay and anchored near Fort Morgan. Subsequently the *Pembina* steamed down within hail of the *Cuyler*, and her commander hailed and said it was the order of Commodore Hitchcock that we shift our berth about midway between our present position and the *Susquehanna* and keep a good lookout for the *Oreto*, which it was supposed would attempt to run the blockade to-night, and in such an event this vessel and the *Oneida* were to give chase. Our position was accordingly shifted about dark, from which we took the following bearings: Fort Morgan light-house, N. by W.; Sand Island, N. W. $\frac{1}{2}$ W.; Cove Tree, N. by E. $\frac{1}{4}$ E.; buoy, W. $\frac{3}{4}$ N.; *Susquehanna*, S. W. by S. $\frac{1}{2}$ mile. The night was dark and boisterous, blowing heavily in squalls from the northward and westward, accompanied with rain. About 3:15 a. m. (16th), the clouds having lighted up a little, the officer on watch reported to me a vessel passing between this vessel and the commodore, which he supposed to be the *Oreto*, but could only see two masts. I ordered him to beat to quarters immediately, haul [spread] fires and prepare to slip, and to burn private Coston signal No. 3. I had just retired, thinking the time had passed for making an attempt to escape, but was on deck, partly dressed, in a few moments [minutes], and in a few more (the officer of the deck says four, in his remarks in the log book), say five or six, we were turning to pursue, having slipped with 23 pounds of steam. Owing to the damp, windy weather, the gunner's mate (who burned his hand severely) did not get his signal off until after a gunboat inside of us had made the same signal. As we passed the *Susquehanna* she was answering our signal, and subsequently made another while we were in sight, which we did not make out. We kept the *Oreto* continually in sight, and at daylight were out of sight of the land and squadron, having the *Oreto* ahead, distant about 5 miles, under all sail and steam, with the wind blowing a gale from the N. W., accompanied with a heavy sea. Astern,

and nearly hull down, was one of our gunboats, whose light I had occasionally seen on either quarter, and supposed to be the *Oneida*, and had therefore placed a light over our stern, that she might not mistake us for the *Oreto*; but seeing that it was apparently the *Pembina*, I signaled her to abandon the chase, believing that she could be of no assistance to me, and not wishing to weaken the blockading force.

Under all steam and sail that I could raise, I continued the chase all day in a combing sea that kept the decks covered with water and the propeller racing part of the time, sometimes gaining and at others losing; carried away topsail yard and had to send it down with the sail; had no substitute; propeller got unhooked on a sea and was stopped for a few moments, when it was lashed and not stopped again until we arrived off the western end of Cuba. Resorted to every expedient to increase the speed of the vessel, which varied from $11\frac{1}{2}$ to $12\frac{1}{2}$, and under ordinary circumstances I think would have been sufficient to have overhauled the enemy in a calm, with a light wind, or against a head sea, or if the vessel's hull and boilers had been in good condition.

From fancying myself near promotion in the morning, I gradually dwindled down to a court of enquiry at dark, when I lost sight of the enemy. The only satisfaction left me, besides doing all that I could under the circumstances, was that three of General Banks's transports and one other vessel were saved by my proximity to the enemy during the day. At 6:30, being very dark, lost sight of the enemy, but continued the search for a month longer, in various portions of the West Indies without even meeting a rebel vessel.

I had credited the report of an old Mobile pilot (captured on the *Antona*) that the *Oreto* had a crew of 300 souls on board, and as it was evident she could have no need of so many, I concluded she had taken them on board to man another privateer; and when I learned from Commander Ridgely, off the Cape San Antonio, that there was a large, suspicious steamer lying at the Island of Mugeris, near the coast of Yucatan, I concluded that these men were for her, and was not a little disappointed when, upon my arrival there, I found she had been already captured and carried away by Admiral Wilkes.

In regard to the author of a letter published in one of the Northern papers commenting upon the above, I took an early opportunity to spot him, and to call his attention to a violation of regulations, as well as a misrepresentation of facts. He appeared very much surprised, apologized for what he had done, and addressed me the accompanying letter, besides writing one to his brother-in-law to be published in the same paper, and I am willing to believe did not contemplate the publicity given to his letter, nor fully comprehend the degree of the offense he was committing.

Permit me to add that at no time previous, while Commodore Bell, yourself, or Captain Jenkins were the senior officers commanding here, was there any want of vigilance on the part of anyone that I could discover, to prevent the escape of this vessel.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Commodore R. B. HITCHCOCK,
U. S. S. *Susquehanna*, Pensacola.

Third report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, of escape of C. S. S. Florida (Oreto) from Mobile.

U. S. S. R. R. CUYLER,
Off Mobile Bay, March 28, 1863.

SIR: I am in receipt of your communication of the 26th instant, in which you call upon me for the facts connected with the escape of the *Florida* from Mobile on the 10th of January last, etc. I have already endeavored to embrace all the important facts in this case in a report to Admiral Farragut, and subsequently in a letter to you, but I will now recapitulate in the order of your questions:

Question 1. Will you please state all the facts within your knowledge connected with the escape of the *Florida*; also, if the general or verbal orders of the blockade were in any way defective?

Answer. On the afternoon of the 15th of January, 1863, a vessel answering to the description of the *Florida (Oreto)* was discovered at anchor near Fort Morgan. About sunset a verbal order was received through Lieutenant Commander Temple, of the *Pembina*, from Commodore Hitchcock, to change the position of the *Cuyler*, about half way between present position (see diagram accompanying this)* and the *Susquehanna* (about one-half mile from the latter), the officer adding "that it was expected the *Oreto* would attempt to run out during the night, and in such an event this vessel (the *Cuyler*) and the *Oneida* were to give chase." This had been the previous understanding and written order, and all the necessary preparations had been made to prevent the escape. The position of the *Cuyler* was accordingly shifted. The night was dark and stormy, wind veering and hauling between W. and N., blowing in squalls accompanied with rain and mist, and a sea from the southward that made it necessary to additionally secure the battery to prevent the guns getting adrift. About 3:15 a. m. (16th), the clouds having lifted a little, a vessel was discovered running out between this ship and the *Susquehanna*. The officer of the deck could only distinguish two masts, but presuming it to be the *Florida*, the private Coston signal was made, cable slipped, crew called to quarters, and the vessel was turning in pursuit (the officer of the deck says in four minutes). While the gunner's mate was preparing to burn the signal, the gunboat inside of us (*Pembina*) burned the same, and the answer was burned on board of the *Susquehanna*; also, soon after, another signal, which we took to be "to chase." So far as I am aware, the "general or verbal orders of the blockade" were in no way "defective."

Question 2. If the arrangement of the forces off Mobile at the time of the escape of the *Florida* were defective; if so, in what particular?

Answer. I think the arrangement of the blockading forces at the time was very judicious, and especially so on the night in question.

Question 3. If the senior officer, Commodore R. B. Hitchcock, has failed at any time to do all that could be done with the forces under his command.

Answer. He has not, to the best of my knowledge and belief.

Question 4. If the senior officer, Commodore R. B. Hitchcock, has failed in zeal, capability, or efficiency, at any time, to meet the requirements of his position.

Answer. He has not, to the best of my knowledge and belief.

Question 5. If, with the knowledge you have gained since the escape of the *Florida*, it is your opinion a better arrangement could have been made to prevent the escape of that vessel, and watch the Swash and other outlets from the bay of Mobile.

Answer. I think not. The arrangement of having a vessel cruising off, as in the case of the *Montgomery* previously, when the force here was sufficiently large to justify it, I have always thought an excellent precaution, both against vessels bound out and in and trying to evade the blockade.

* Not found.

Question 6. State all and everything in which there was before, or at the time of the escape of the *Florida*, any deficiencies in the orders or acts of the senior officer, R. B. Hitchcock, which aided the escape of that vessel.

Answer. There were none, to the best of my knowledge and belief.

GEO. F. EMMONS,
Commander, U. S. Navy, and Commanding U. S. S. *Cuyler*.

[Commodore R. B. HITCHCOCK, U. S. Navy.]

The statements and answers to the foregoing interrogatories were signed and sworn to before me this 31st day of March, anno Domini 1863.

J. R. GOLDSBOROUGH,
Captain, U. S. Navy, and Senior Naval Officer off *Mobile*.

Report of Lieutenant-Commander Temple, U. S. Navy, commanding U. S. S. *Pembina*, of the escape of the C. S. S. *Florida* (*Oreto*) from *Mobile*.

U. S. GUNBOAT *PEMBINA*,
Off *Mobile Bar*, January 16, 1863.

SIR: Agreeably to your directions I have to send the following statement of the transactions in relation to the *Oreto*:

On yesterday (Friday morning, January 16) at about 3:20 a. m. a vessel was discovered by us bearing E. N. E., and between us and the *Cuyler*, standing out to seaward. She appeared to us to be a two-masted sailing vessel, and immediately the signal for a "sail running out of this pass" was burned, a red light was hoisted at the peak, the cable was slipped, and we started in chase, with the men at quarters and everything ready for instant action. Meantime the strange vessel had been lost to sight in an E. S. E. direction, having passed between the *Cuyler* and the *Susquehanna*; meantime also the *Cuyler* had burned the signal for a "steamer running out," and was soon discovered to be, also underway and in chase. She ranged ahead of us very fast, and crossed our bows, standing about S. S. E. while we were standing E. S. E. She soon (within fifteen or twenty minutes) burned the signal for "sail outside of me to the southward," and seeing no other of our vessels in chase, we answered it, changed our course accordingly, and continued the pursuit, guided solely by the light at the *Cuyler's* peak, as the strange vessel was no longer seen. We were running from that time until 7 a. m. at our greatest possible speed. The foresail and jib were set. The wind was W. S. W., so that the square sail would not stand, and indeed it was too strong a gale to set either this or the fore gaff-topsail. The vessel was carrying a turn and a half of weather helm, and therefore the mainsail could not be set. The sea was so heavy that the propeller was constantly thrown entirely out of the water, and raced to an alarming degree; but still by careful and skillful attention the engineer was able to keep up to an average of 83 revolutions per minute and sometimes even 86, having been ordered to run as fast as he dared with anything like safety to the engine. We were making 10 knots an hour. By half past 5, however, the *Cuyler* had drawn ahead so far that we had lost sight of her and her light. Still we kept on after her, and some twenty minutes later she hoisted (apparently) the whole five lights composing her night numbers, which we could again catch sight of at times. Soon these also dipped below the horizon, and we ran on,

waiting for daylight, to see if we could hope to be of any service by continuing the chase. All this time the vessel was rolling so heavily that the guns had to be lashed down, and could not have been used at any time, in fact, owing to our being so light. I have never seen any vessel labor as she did, and of course the sea became heavier with every mile that we left the land.

As day broke two large troopships were discovered ahead under close-reefed topsails standing toward us, which both the chase and the *Cuyler* had passed, and these last two were yet in sight, still standing about S. S. E. After watching them carefully until 7 a. m., when it was full day, it became evident that we were rapidly dropping astern. The *Cuyler* I judged to be about 8 miles ahead of us, as I could just see the tops of her smokestacks, and was consequently beyond signal distance, so that I could not ask authority to disregard the general order of the blockade (dated November 14) and continue the chase. The chase I judged to be about 12 miles ahead of us, as I could only see her with the glass, and then only her upper spars. Both vessels were crowding on more sail.

In this state of affairs, not knowing whether the *Oneida* had still further weakened the force at the bar by going in chase (according to the prescribed programme), perhaps in a wrong direction, seeing no chance of overtaking vessels that had gained so much upon us at our best rate of speed in three hours and a half, and not feeling authorized to trust to some lucky accident to bring us up with them, I reluctantly turned back (under the existing orders above referred to), while yet there was time to regain our station on the blockade before dark. Before we had time to wear ship both vessels were out of sight.

Respectfully,

W. G. TEMPLE,
Lieutenant-Commander.

Commodore R. B. FITCHCOCK, U. S. Navy,
Commanding Division, Western Gulf Blockading Squadron.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, regarding convoy of mail steamers, and enclosing correspondence relating thereto.

U. S. S. AUGUSTA,
At Sea, Lat. 28° 40' N., Long. 74° W., January 16, 1863.

SIR: I have the honor to report that we arrived at Aspinwall on the 31st December, under orders from Acting Rear-Admiral Bailey, which have been made known to the Department. The *Ocean Queen* had already sailed, taking her own treasure and that left by the *Ariel*, her master believing the insurance was forfeited by leaving over treasure from one vessel to another. The *Champion* arrived on the 1st January. Owing to a strike among the laborers and other difficulties caused by the late great fire at Aspinwall and the floods on the railroad, we had not finished coaling until the 6th. The *America*, of the Nicaragua line, was then hourly expecting the arrival at Panama of the *Hermann*, with a large number of passengers and perhaps treasure, and I thought it my duty to wait for her a reasonable time. But under these circumstances the commander of the *Champion* informed me of his intention of leaving without convoy if I considered it incumbent on me so to wait.

As she had \$700,000 in treasure on board and the mails, which should not have been exposed to the risk of capture by the rebels, I considered it my duty to detain her.

Two days after, the 8th, the arrival of the *Hermann* was telegraphed, and the next day we left, convoying the *Champion* and *America*. The commander of the *Champion* was very desirous of having convoy, and has since asked that I would extend it as far north as possible, but he wished, I suppose, to free himself from responsibility. These vessels are of rival lines. My position was not without its difficulties. The correspondence on this subject is enclosed. I have also a protest, made before our consul at Panama, by the agent of the Pacific Mail Company, who, I am informed, had no concern in the matter, and one by Captain Wilson, of the *Champion*, before our consul at Aspinwall. I hope, sir, you will approve of my course. The superintendent of the Panama Railroad, Mr. Parker, gave us the use, without charge, of one of the company's wharves, and was in other respects of service to us. It was considered healthy at Aspinwall, but our short visit has given us a few cases of light fever. In case it should be the intention of the Department to convoy, at stated times, the treasure from Aspinwall, I have the honor to suggest, first, that the conditions should allow the treasure to be left over from one vessel to another; second, that there should be an agent at Aspinwall to represent the general interests and policy of the mail line of steamers, and to have authority (at least with regard to the specie) over the masters, who now are each independent, and naturally perhaps look to the interest of their own vessel alone. We have come through Crooked Island Passage, passing near Cape Maysi in the night, in rough weather. We have seen nothing of interest on our way.

The *America* left us without ceremony the night after getting through the passes. As my coal is short, and I think the *Champion* now comparatively safe, I shall to day steer for Port Royal.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

S. S. CHAMPION,
Aspinwall, January 5, 1863.

DEAR SIR: The conversation between us yesterday led me to suppose that, in your opinion, the two steamers now in this port are on an equal footing, and that the one has as much claim upon your protection as the other, hence you could not give me an answer then whether you would convoy my ship singly or not.

You will please allow me to draw your attention to the facts: First, that the only regular California line is the one to which my ship belongs. Secondly, we carry the United States mail and all the treasure transported between the two States of New York and California, respectively. We have now on board \$700,000 in treasure, and are ready to leave whenever you are ready to go with us. But should you consider it incumbent on you to wait the arrival of the steamer *Hermann*, who connects with the *America*, and can not get here till the 9th instant, then I shall be under the necessity of leaving by myself and run the chance of being captured by the way. You will please also to bear in mind that while we carry everything in the way of both money and

information (conveyed by the mails) to induce them to capture us, the *America* carries nothing to render such a course either advisable or profitable; furthermore, the *Champion's* regular sailing day comes on the 21st of every month, and were I to remain here till the 9th I would not be able to get home in time to make my regular trip, and consequently the owner of the ship would become liable to the Government for nonperformance of contract in not delivering the mails by schedule time.

Trusting that you will have the kindness to return to me an answer early to-day,

I remain, respectfully, your humble servant,

DAVID WILSON,
Commander Steamer Champion.

Captain PARROTT,
U. S. S. Augusta.

ASPINWALL, *January 6, 1863.*

SIR: I have received notice from the agent of this company in San Francisco that the steamship *Hermann*, connecting with this steamer, would sail from that port on December 21, with 550 passengers, bound for New York. The *Hermann* was advertised in the San Francisco newspapers to take treasure at lower rates of freight than the Pacific Mail Company's steamer, and there is great probability that some may come by her.

I therefore respectfully request that, if possible, I may receive the same convoy that you render to the steamship *Champion*.

Very respectfully,

JEFF. MAURY,
Master, Commanding Steamship America.

Commander E. G. PARROTT, U. S. Navy,
Senior Officer Present, Commanding U. S. S. Augusta.

CONSULATE OF THE UNITED STATES OF AMERICA,
Aspinwall, January 6, 1863.

SIR: I have just received a note from J. Maury, esq., commander of steamship *America*, who claims convoy of his ship toward New York from this port at the same time you convoy the steamship *Champion*. Captain Maury tells me that he is informed by his agent in San Francisco that the steamship *Hermann*, with 550 passengers, left San Francisco for Panama on the 21st ultimo to connect with him here, and that as said ship had advertised to take specie at less rates than the other line there is great probability that she will bring specie on freight.

You inform me that Captain Wilson, of the *Champion*, has just expressed to you his intention to go to sea at once without convoy, unless you can give it to him immediately, and ask my opinion as to what course (if she should attempt to leave without convoy) you ought to pursue. In my opinion, Captain Wilson could leave here in two or three days, dating from this morning, and then be in New York in season to return on his regular day, or at least in a day after. I have always considered it a prime necessity that the large amounts of specie carried by the mail line should be protected by convoy, not so much from commercial reasons as for political ones. In other words, I should

feel it to be a great misfortune for the Government if a million of dollars in coin, more or less, should fall into the hands of the rebels from lack of proper protection. And it would be almost criminal, in view of the late seizure of one of the vessels of the mail line by a rebel steamer, to allow the \$700,000 now on board the *Champion* to be seized, when by waiting a day or two it can be made so completely secure.

I therefore coincide with you in the opinion that you would be justified by the Government in detaining for a short time the steamship *Champion* should she attempt to proceed to sea without convoy, and more especially so as by waiting you would probably be able at the same time to convoy the *America* on her way to the same destination as the *Champion*.

I am, very respectfully, your obedient servant,

F. W. RICE.

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

U. S. S. AUGUSTA,
Aspinwall Harbor, January 6, 1863.

SIR: The steamer *America*, now here, is hourly expecting the arrival at Panama of a large number of passengers, and probably specie. Her claims to a convoy by this vessel are not so great as yours, but I think it my duty to wait for her a reasonable time.

As you, under these circumstances, have expressed to me your intention of not waiting, but of sailing immediately without convoy, and [as] the large amount of treasure on board your vessel, and the mails, should not be exposed to the risk of capture by the rebels, I consider it my duty to prevent your leaving this port without my convoy, and shall take the responsibility of doing so.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

DAVID WILSON, Esq.,
Commanding Steamer Champion.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of cruise in search of C. S. S. Alabama (290).

U. S. S. VANDERBILT,
Hampton Roads, January 17, 1863.

SIR: I have the honor to report the arrival of this ship here last from Fayal, having left that port on the 31st December. I last had this honor on the 30th December. I then stated I should sail on the next day, and having just heard that the *290* (on the 24th November) was heard of at Martinique, I should proceed to Barbados first, and after in such quarter as I should deem best from the information I might receive.

Shortly after leaving Fayal I changed my views, reasoning that the news was six weeks old, and that the *San Jacinto* was blockading her at

the time, and also that Admiral Wilkes's squadron was near at hand, which would certainly be known to the *Alabama*, so that in all probability she might come again to her former cruising ground to catch our outward-bound European ships; so I came around by the northward and so down between Bermuda and Cape Hatteras. I have not been able to hear anything of her, however, and as my coal was getting low I concluded to come here and fill up, preferring this point to New York, on account of the ice at that port. I have experienced very severe weather while on the coast, doing no damage to the ship, however.

When I left Fayal the *Kearsarge* had not arrived there. The *Tuscarora* had sailed two weeks previous, I believe for Madeira. Nothing was known there of the 290 or of any other piratical vessels expected from England. The only coal at Fayal, except a small supply for the use of the Lisbon packet, was in the hands of our consul, who, of course, would not sell any for improper purposes. I believe the Cape Verde Islands are more likely to be used by such vessels than the Western Islands.

I took in at Fayal 350 tons coal, for which I have drawn on the Department at ten days' sight for \$4,994.50, being the amount necessary to put the value of it (44s. sterling) in London. Exchanged at 146. I regret not having been empowered to draw on London, as the course of exchange is more favorable on that point.

As soon as I can obtain coal I shall be ready for sea again, for any point to which the Department may direct.

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

C. H. BALDWIN,
Acting Lieutenant, Commanding.

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

Seizure of the steamer Virginia, January 18, 1863.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron.

U. S. FLAG-STEAMER WACHUSETT,
Off Muges Island, January 18, 1863.

SIR: I have to apprise you that I have this day taken possession of the fine iron steamer, propeller, *Virginia*, of 800 tons, whereof John Johnson is master, as a prize to the *Wachusett* and *Sonoma*, being a Confederate vessel, as proved by the papers found on board, the secession flag, and other evidence of the most satisfactory kind. I have avoided any interference with international rights whatever, and abstained from making her a prize within the accustomed limits from the shore.

The engineers of the *Virginia* having agreed to perform their duties on board till their arrival in the United States, I have given them to understand that they will receive the usual wages for their services. I have concluded to order the *Virginia* to Key West for adjudication. I believe she will be found, on inspection, well fitted for a Government transport or an armament. She is 220 feet long and well built, and, from her model, well calculated for speed and for maintaining the sea,

having bunkers capable of containing 400 tons of coal, with a very small consumption of fuel. Her propeller trices up. Under canvas she is reported as being very fast, and is bark rigged.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I herewith enclose copies of papers found on board the *Virginia*, the originals having been forwarded to the district judge or prize commissioners at Key West.

Very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

[Enclosures.]

HAVANA, *December 12, 1862.*

DEAR SIR: In accordance with the agreement entered upon between ourselves yesterday, I beg you will proceed at once to take possession of the steamer *Virginia* on the coast of Yucatan, put her in seaworthy condition as early as practicable, sailing thence to Mobile, Ala.

Should you succeed in running the blockade, as I expect, you shall report the vessel to the consignment of Messrs. H. O. Brewer & Co., and as soon as the return cargo is shipped upon her by those gentlemen you shall again endeavor to run the blockade and make sail with [all] possible dispatch and caution for this port of Havana, delivering me all papers concerning vessel and cargo. You shall look to the satisfactory disposition of the 400 or 600 boxes claret you carry.

Herewith an introduction to John Scott, esq., of Mobile, who will assist you as well as consignees toward promoting my views generally.

Relying upon your good management of the adventure, which I hope may succeed,

I remain, truly, yours,

FRANCIS P. DRAIN.

Captain JOHN JOHNSON,
Present.

BARK PROPELLER VIRGINIA,
Off' Muger's Island, December 29, 1862.

I certify that the bark *Noc-Daquy*, and now the *Virginia*, was sold on or about the 15th of December last to Francis P. Drain, a merchant in Havana, and was bought by him for the purpose of engaging in the Confederate service in carrying supplies to the Confederate Army and in running the blockade; that she stopped at this place for the purpose of receiving her cargo from the Spanish schooner *Pepita*, now here, and that it was the intention to sail from this place for Mobile and run the blockade, when she was seized on the 21st of December by a party of people from this place and Sisal upon the alleged suspicion of being a slaver. I further certify that the schooner *Pepita* was loaded with cargo for this steamer, which was to be put on board here, when she was also seized by the same party on her arrival here the 22d of Decem-

ber. I further certify that the Confederate flag was hoisted on board this vessel for a day and a half, to which no objection was made until the third day, when it was hauled down on the 23d of December, and no flag was substituted until the Mexican flag was hoisted upon the day of the arrival of the U. S. vessels of war *Wachusett* and *Sonoma* at this place. I further certify, to the best of my knowledge and belief, that there is nothing in the vessel's fittings or cargo upon which to base a suspicion that she was intended to engage in the slave traffic.

JOHN JOHNSON,
Master *Virginia*.

Witness:

T. H. STEVENS,
Commander *U. S. S. Sonoma*.

I hereby certify that the foregoing statement is correct.

JOHN ROSS,
Mate, *Virginia*.

Witness:

T. H. STEVENS,
Commander *U. S. S. Sonoma*.

Additional report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of capture of propeller *Virginia*.

U. S. FLAG-STEAMER WACHUSETT,
Off *Mugeres Harbor*, January 18, 1863.

SIR: In my communication No. 4 of this date I have informed you of the capture of the iron propeller steamer *Virginia*. There are some circumstances connected with this vessel and a small schooner, the *Pepita*, under Spanish colors, which it is necessary I should now state. In cruising for the *Alabama* I had reason to suppose that she, with the *Agrippina*, store vessel, had changed their rendezvous from Grand Cayman Island to that of *Mugeres*, on the coast of Yucatan, a well-known place where vessels intending to run the blockade, as well as slavers, fitted out, a harbor well adapted to their purpose, and where the notorious Walker and others fitted their filibustering expeditions. There is no government or authority here whatever, nor is it a port of entry or clearance, but a rendezvous for plunderers, slavers, and pirates.

On our arrival off the harbor we discovered the Confederate steamer *Virginia* with the Spanish schooner *Pepita* at anchor, and immediately anchored. The *Virginia* was formerly the *Noe-Daquy*, and has, no doubt, been engaged in the slave trade before being purchased by the present Confederate owners. Captain Johnson came down in the schooner *Pepita* from The Havannah with a crew, stores, and contraband articles, to take charge of her, and did so, hoisting the Confederate flag, the possession having been passed over to him by the officer then in charge. At this time a Mexican, who represented himself as an officer, Urcelay by name, without authority or any commission, as I have since been informed, collected an armed force in order to take possession of the vessel as a slaver, which Captain Johnson refused to permit, although threatened by an armed force of plunderers gathered from the island and elsewhere. This took place two days before our arrival. Captain Johnson had hoisted the Confederate flag, which they took down. This Urcelay removed the Spanish crew out of her,

accusing them of having been engaged in the slave trade, leaving Captain Johnson, his engineers, and part of his Confederate crew. He, Captain Johnson, became apprehensive of difficulties on board, and threatening of bloodshed was made, which was represented to me by Captain Johnson on my arrival, and a request made for me to send a guard on board to prevent violence. This I did, and made an agreement with Urcelay to hold possession of her until an examination was made relative to whether she was a slaver, of which there was no proof whatever, and to await ten days, that the affair might be referred to Merida, he sending some of his men on board the Spanish schooner, the *Pépita*.

I then sailed with the *Wachusett* and *Sonoma* for The Havannah to coal, and to return here within the stipulated time, which we have done. On my arrival I found no information had been received from Merida or action taken place, although the time had elapsed as agreed upon. I then determined to send Commander Stevens in the *Sonoma* to Sisal, the seaport of Merida, to avoid any misunderstanding, to ascertain the cause of the delay, and what proceedings, if any, had taken place relative to her being proved to be a slaver. The Spanish crew had been examined and no evidence had been educed, and no further proceedings taken that he could ascertain. In the event of such being the case, Commander Stevens was directed to give notice to the authorities that I no longer felt myself bound by the agreement, the time having expired, and should act as if the steamer was, which I had abundance of evidence to prove, a Confederate vessel, fitting out with contraband and intended to run the blockade, and probably, if successful, to be fitted as a Confederate privateer, for which she is thought to be well adapted. During our absence at Havana additional testimony was obtained of her Confederate character, and of the cargo being shipped in the schooner *Pépita* for her.

Captain Johnson complained on my arrival here that the persons left on board of the *Pépita* were plundering the cargo which belonged to his vessel and consuming the provisions intended for the *Virginia*, to a great extent. I therefore gave Captain Johnson my assent to remove what remained of it on board the *Virginia*, leaving the schooner, after being discharged, in the possession of those who were on board of her. The *Pépita* was entirely without the limits of her destination, having been cleared at Havana for Cardenas, with the contraband cargo on board. I did not consider it proper to make prize of her, as I had proof of the cargo belonging to the *Virginia*. Not wishing to involve ourselves in any international question, or make the matter more intricate, I determined to leave her in the possession of those on board, Spaniards and Mexicans.

The *Virginia* being thus free from the charge of being a slaver, seeing there was no escape for her, Captain Johnson concluded to go beyond the limits of the maritime jurisdiction, which I permitted, when he was captured and his vessel taken a prize to the *Wachusett* and *Sonoma*. I think he is entitled to some remuneration for his services in this respect, as he avoided delay on our part, and placed her beyond any controversy as to any international rights, although he evidently could not do otherwise. If I had permitted him to remain here, he would have fallen into the hands of the parties again, and have been fitted out to run the blockade. Indeed the owner, or agent, Mr. Drain, was down here a few days ago, with some \$5,000 to bribe her off, but finding the condition of things, he left. On the *Virginia* proceeding to sea,

we followed and made her capture under the Confederate flag. I ordered a prize crew on board and have sent her to Key West for adjudication, with all the papers found on board.

I herewith enclose Commander Stevens's report to me and a copy of his letter to the governor of Yucatan.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

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

[Enclosures.]

U. S. S. SONOMA,
Mugeres Island, January 11, 1863.

SIR: In obedience to your orders I proceeded to Sisal in the *Sonoma*, and finding that the U. S. consul was residing at Merida I visited that place in connection with the duties I was charged with by you. I found the governor of Yucatan absent from the place, and as there was no probability of his return for some week or fortnight, and no one to represent him in Merida, I addressed him the communication, a copy of which I enclose. No progress toward coming to a decision, as far as I could learn, had been made in the case of the *Virginia*, though I understood from the consul all the Spanish crew had been examined without any evidence having been found by the judges to implicate them or the vessel as connected with the slave trade.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

MERIDA, *January 11, 1863.*

SIR: I am instructed by Admiral Wilkes to notify you that in consequence of the time stipulated with Captain Nicholas Urcelay having elapsed, and without receiving any answer to his communication enclosed to you through the U. S. consul at this place, although ample time has been afforded, he can not permit himself to be any longer bound by that agreement. This has been violated in consequence of the depredations upon the cargo committed by the parties placed in charge of the schooner *Pepita* by Captain Urcelay, which vessel contained part of the supplies of the steamer *Virginia* and contraband articles. For this reason, and that the crew of the *Virginia*, who were before destitute, might possess the means of support, Rear-Admiral Wilkes has thought proper to take possession of her in order that the same may be subject to adjudication when the *Virginia* shall be tried before the prize courts of the United States.

That the *Virginia* was a Confederate vessel at or before entering the anchorage of Mugeres, Admiral Wilkes had sufficient proof before proceeding to Havana, which proof has since been made conclusive, and as there is no shadow of evidence to prove her being engaged in the slave trade, he considers that she was unjustly seized, and merely upon suspicion, and is therefore improperly detained.

A desire to treat the Mexican authorities as a friendly power and with good will and friendship prevented his taking immediate action in the premises. He preferred rather to wait a reasonable time, though satisfied that there could be no evidence to warrant the detention of the *Virginia* as a slaver, and this time having been afforded, and no proof having been educed after the examination of the Spanish crew, he can no longer refrain.

Upon no consideration under the circumstances can the *Virginia* be permitted to fall into the hands of the Confederates, or escape from capture by us.

I have the honor to remain, your obedient servant,

T. H. STEVENS,
Commander.

The GOVERNOR OF YUCATAN.

Letter from the Mexican minister at Washington, D. C., to the Secretary of State, transmitting affidavits relating to the case of the steamer *Virginia*, alias *Noe-Daquy*.

[Translation.]

MEXICAN LEGATION,
Washington, February 23, 1863.

The Mexican consul at Havana has sent me a copy of an affidavit, made at the consulate under his charge, by sundry individuals of the crew of the steamer *Noe-Daquy*, captured by the Mexican authorities of Yucatan for being in the slave trade. If the facts be true which are narrated in that affidavit, of which I have the honor to enclose you a copy, the U. S. steamers *Wachusett* and *Sonoma*, which arrived at the island of Mujeres [Mugeres], the 28th of December last, under the orders of Commodore Wilkes, committed the offense of taking by force from the jurisdiction of the Mexican tribunals a prize which was subject to them and which they were passing upon in accordance with the laws.

I have no doubt that if such facts should turn out to be proven, the Government of the United States will be disposed to give to that of Mexico all the satisfaction that may be due to it for the violation of its right, as she has done to other nations whose maritime sovereignty has not been respected by vessels of the United States, although I have not yet received instructions from my Government upon this matter, and probably they will not communicate with me until the receipt in Mexico of the reports from the governor of Yucatan. I believe it to be my duty to communicate to you at once the affidavit mentioned for the information of the Government of the United States, reserving the application for what may be rightly due when I shall receive instructions from the Mexican Government.

I profit by this opportunity to renew to you, sir, the assurances of my most distinguished consideration.

M. ROMERO.

Hon. WILLIAM H. SEWARD.

[Enclosure.—Translation.]

CONSULATE OF MEXICO AT THE HAVANNAH.

I certify that on pages 243, 244, 245, and 246, of Book A, protocols of this consulate, are found recorded the following documents:

CONSULATE OF MEXICO AT THE HAVANNAH.

On the 10th of February, 1863, there came to me at this consulate, and before me and the undersigned witnesses, with the aid of the interpreter of the Government, Don Ramon de Arrastia, the following individuals belonging to the crew of the

steamer *Noe-Daquy*, delivering to me a letter dated at Key West, and signed by Chief Engineer Wm. B. Hardy, of that vessel, stating at the same time and spontaneously that they made the affidavit that all the said Machinist Hardy said in the said document, which they placed in the hands of the consul subscribing, was the plain truth as to what had occurred at the island Mujeres [Mugeres] with the steamer *Noe-Daquy*: Samuel Croply, second engineer; Felipe Carvin, fireman; Francisco Harappy, fireman; José María Trias, fireman; José Colman, fireman; Pedro Juan, mariner; Luis Cosme, mariner; Ducomte Jean, mariner; Manuel Lisboa, mariner; Caire Jacques, mariner.

The letter to which the individuals mentioned attest was written in English at Key West, dated the 2d instant, and signed by the first engineer of the steamer *Noe-Daquy*, translated into Spanish by the said interpreter, and says literally as follows:

KEY WEST, *February 2, 1863.*

SIR: I hope the following narrative will be read, because it interests you as well as your Government. I embarked at The Havannah on the 13th December last to join a steamer lying at the island Mujeres [Mugeres] to run the blockade at Mobile. On arriving at the island we found the steamer in the hands of the Mexican authorities. The employes allowed some of us to go on board to repair the engines, one of which was broken. On the 28th December the U. S. steamers *Wachusett* and *Sonoma* came into port, under command of Admiral Wilkes, and on the 29th he sent on board a lieutenant and 15 men, who took possession of the vessel. We still went on working, believing she was a Mexican prize, and that we would be remunerated for our labor. On the 9th January, 1863, the *Sonoma* went to Sisal. Upon her return she brought word that the Mexican authorities at Merida had considered the vessel (*Noe-Daquy*, alias *Virginia*) as a slaver. On the 18th January our captain, acting under the orders of Admiral Wilkes, told me to set the engine going, which I did, and while I was below obeying his orders he hoisted the banner of the Confederate States, and on seeing this I got the engines ready (before the anchor was weighed), when immediately they were set in motion by the lieutenant of marines. In fine, the United States seamen got her out of port anyway, weighed anchor, appointed firemen, and the lieutenant acted as engineer. When she was at a short distance from land they took possession of her in the following ridiculous way:

Officer of the *Sonoma*. What bark is that?

Captain of the *Noe-Daquy*. The Confederate steamer *Virginia*.

Then the *Wachusett* fired a cannon shot and sent the crew on board as prize, and because we, the crew of the *Noe-Daquy*, did not choose to work under the Confederate banner, nor take part in the infamous plan for stealing the vessel, and for refusing to bring her to this port, we were taken on board the steamers *Wachusett* and *Sonoma* and treated as traitors, in which condition we now are, and we ask you to act at once in this matter, because the bark is valued at \$100,000 and there are nineteen of the crew who will corroborate all aforesaid. I forgot to say the cargo of the schooner was taken on board the steamer by express order of Admiral Wilkes.

I am, respectfully,

WILLIAM E. HARDY,
Engineer.

I certify what precedes is a faithful translation of the original in English, which I have marked. In faith whereof I place at foot my signature and seal at The Havannah, the 10th February, 1863.

RAMON DE ARRASTIA,
Interpreter for the Public and the Government.

Seal thereto bearing interpretation for the public and the Government, signed, Samuel Croply for Felipe Carvin, Francisco Harappy, José Colman, Pedro Juan, Luis Cosme, Manuel Lisboa, and Caire Jacques, which individuals do not know how to write, and he does it at their request. Samuel Croply, signed; José María Trias, signed; Alex. McIntosh, signed by Michael Hyland; Alex. McIntosh, signed as witness; A. C. Munos, signed as witness; A. Hartman.

RAMON S. DIAZ,
Consul of Mexico.

HABANA, *February 11, 1863.*

A copy.

ROMERO.

WASHINGTON, *February 23, 1863.*

Letter from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, stating instructions given by the Department to various United States vessels.

NAVY DEPARTMENT, *January 20, 1863.*

SIR: The U. S. ship *Shepherd Knapp*, Acting Volunteer Lieutenant H. S. Eytlinge, is about to sail from New York in search of the 290 and other piratical cruisers. Her instructions are to touch at St. Thomas, and if she meets with you to report as a part of your squadron; if not, she is to proceed through the Windward Islands and along the coast of South America. You are authorized to consider her as attached to your squadron and to issue instructions and send them to her at St. Thomas. The U. S. S. *Alabama*, Commander E. T. Nichols, may also remain in your squadron. She sailed from Boston January 1 for St. Thomas, in search of the 290. The *San Jacinto* is intended as the flagship of Acting Rear-Admiral Bailey, who has been directed to retain her on her arrival at Key West. The *Connecticut*, Commander George H. Cooper, is on special service convoying the treasure steamers from Aspinwall westward.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron, Turtle Harbor.

Order from the Secretary of the Navy to Acting Volunteer Lieutenant Eytlinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to cruise in West Indies in search of U. S. S. Alabama (290) and other Confederate vessels.

NAVY DEPARTMENT, *January 20, 1863.*

SIR: Proceed with the U. S. ship *Shepherd Knapp* under your command to the West Indies in search of the 290 or other piratical vessels that may be cruising in that quarter. You will first touch at St. Thomas, and if Acting Rear-Admiral Wilkes is there report to him for instructions as a part of the squadron under his command. If you do not meet him shape your course through the Windward Islands and along the northeast coast of South America, unless you should receive reliable information of the presence of privateers in other localities which would justify your going in pursuit thereof. When necessary to replenish your supply of provisions return to New York. Communicate with the Department when opportunity offers.

Two suspicious vessels have recently refitted at St. Thomas, the *Divie* and the *Retribution*. There seems to be but little doubt that the object of the latter is to prey upon our commerce, and perhaps the former has a similar purpose. There is also reason to believe there is another steamer, very much like the 290, cruising in the West Indies for piratical purposes. She coaled at the Island of Blanquilla from a schooner and left there on the evening of the 14th ultimo. She gave her name as the *Alabama*, or 290, and the description answers to her. But there are other circumstances leading to the conclusion that it could not have been the *Alabama*. It may have been the *Oreto*, which, it was reported, had escaped from Mobile. She is almost a sister ship to the *Alabama*, except that she has two smokestacks and the *Alabama* only one.

The *Retribution* is described as a small black schooner of 150 tons, formerly a steamer, from which fact her masts are set wide apart, sails old and dark, bow perpendicular and rather inclining in, as is the case with our tugboats. The wood filling up the space which the propeller occupied can be easily discerned. The *Dixie*, a Danish schooner, was purchased by the master of the *Retribution*, is a small black vessel of 130 to 150 tons.

Whilst your special object will be the search of these piratical cruisers, you will exercise vigilance in other cases, seizing vessels engaged in carrying contraband of war to the insurgents, but at all times respecting neutral rights and neutral waters.

Transmitted herewith is a copy of the circular letter* issued by the Department on the 18th of August last for the guidance of our cruisers; also some recent general orders.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieut. H. S. EYTINGE, U. S. Navy,
Commanding U. S. ship Shepherd Knapp, New York.

Order from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, to proceed to Key West, Fla.

FLAG-STEAMER WACHUSETT,
Off Cape San Antonio, January 20, 1863.

SIR: You will proceed with the *Sonoma* to Key West, where you will fill up with coal, with as little delay as possible, and then call at The Havannah, where you will find me or orders. Should the *Santiago de Cuba* be at Key West, you will direct Commander Ridgely to repair to Havana as soon as possible, where he will find me or orders. You will bring with you to Havana the prize officers and crew of the *Virginia*, unless their services are further required on board that vessel.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS,
Commanding Steamer Sonoma, West India Squadron.

Order from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, to cruise in West Indies in search of Confederate cruisers.

JANUARY 21, 1863.

SIR: Unable to continue the cruise of this steamer and the *Sonoma* for want of coal and repairs, I deem it necessary to order you to accompany the *Santiago de Cuba* to the island of Grand Cayman, believing that the *Oreto*, as well as the *Alabama*, intend to make it a rendezvous for their supplies. The place is well suited for their operations in these seas.

* See Vol. I, p. 417.

I have directed Commander Ridgely to supply you with coal, and to follow the route from Grand Cayman to Cienfuegos, or any information he received at the Grand Cayman of the whereabouts of either of these vessels. You will accompany him for the purpose of looking into such places. It is not deemed that this will occupy you over five days until you can return to this cape, and thence to your station or coaling at Key West.

You will exhibit this order to Admiral Farragut, which will relieve you from the responsibility of making this deviation from your direct return to your station off Mobile.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Commander GEO. F. EMMONS, U. S. Navy,

Commanding Steamer R. R. Cuyler.

Letter from U. S. consul-general at Havana, Cuba, to the Secretary of State, reporting the arrival of C. S. S. Florida in that port.

U. S. CONSULATE-GENERAL,
Havana, January 21, 1863.

SIR: I have to inform you that the steamer *Florida*, Captain Maffitt, having escaped from the blockading fleet off Mobile on the night of Friday, the 16th instant, and having burned the American brig *Wstelle*, of New York, and from Santa Cruz, Cuba, bound to Boston, laden with sugar, etc., on the 19th instant off Tortugas, arrived here at 8 p. m. yesterday. I enclose herewith a statement of the facts connected with the burning of the brig, made by her master, Mr. John Brown, and corroborated by the officers and crew. I also have the honor to enclose a communication of mine to the captain-general of the island, stating the fact, as believed by Captain Brown, that the cargo of his vessel was Spanish property; also asking his attention to the condition of the crew as prisoners on parole in this port, etc.

The steamer *Reaney*, of quartermaster's department at Key West, arriving here opportunely this morning, I immediately dispatched her to Admiral Bailey with the above intelligence. We have no American man-of-war in this port, nor do I know where any of the squadron of Admiral Wilkes is to be found. When last here I endeavored to impress upon him the great necessity of having a vessel of war here all the time, and I have also made the same suggestion to the admiral commanding at Key West. It is to be regretted that such a course has not been adopted, as, owing to this fact, we shall probably have to record the second escape of the *Florida* from Havana.

The *Florida* is a bark-rigged propeller, quite fast under steam and canvas; has two smokestacks fore and aft of each other, close together; has a battery of four 42's or 68's of a side, and two large pivot guns. Her crew consists of 135 men; she is commanded by J. N. Maffitt, late U. S. Navy; is a wooden vessel of about 1,500 tons. At the present moment she is coaling and will probably sail immediately after she completes it, unless this Government takes some action in regard to her.

I shall do all in my power to serve our interests in this case, but you are aware that they have multiplied lately until a consul can do little

else than watch the movements of these vessels in foreign ports for the purpose of giving information to our own men-of-war. The authorities take their own course, but I have no reason as yet to believe that this vessel will receive any different treatment than that which she received from the Government of the predecessor of his present Excellency on her previous visit. It will be proper to add that she was admitted into the harbor *after dark*, contrary to the custom of the port, while our vessels are not allowed to send a boat in from the entrance for the purpose of communicating with me.

I write in haste for the mail, and remain, with great respect,
Your obedient servant,

R. W. SHUFELDT,
[*Consul-General.*]

Hon. W. H. SEWARD,
Secretary of State.

P. S.—I shall try to enforce the twenty-four-hour rule, dating from the sailing of the *Keaney* at this 11 a. m., in order to get time for any of our men-of-war to reach here from Key West.

R. W. S.

[Enclosure.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
Havana, Cuba.

On the day of the date hereof, before me, Robert W. Shufeldt, consul-general of the United States of America for Havana and the dependencies thereof, personally came and appeared John Brown, master of the brig *Estelle*, of New York, who, being by me sworn according to law, solemnly declared that he sailed in and with the said brig from Santa Cruz, Cuba, on the 13th of January, instant, laden with sugar, honey, and molasses, bound to Boston; that the cargo was shipped by Venecia, Rodriguez & Co., of Manzanillo, Spanish subjects, and that he believes the property to be Spanish; it was consigned to Homer & Sprague; that on the 19th, at about 3 p. m., he saw a bark, with American colors flying, bearing with a full press of canvas and steam to windward; the distance seemed to be 6 miles; it was blowing a heavy gale of wind; the *Estelle* was under close-reefed sails off the Tortugas, latitude 23° 34', longitude 83° 50'. The stranger fired a gun, hauled down the American flag and hoisted the Confederate, came to under the brig's stern, and lowered her boats, which soon were alongside the brig. Officers and men came on board and informed this deponent that the brig was a prize to the Confederate steamer *Florida*, Captain Maffitt; that he, this deponent, and his officers and crew were ordered to pack their things and proceed on board the *Florida* in one of the Confederate boats, which they did. The Confederates then took the brig's sails, spare rigging, and fore-topsail yard on board the steamer, and then fired the brig fore and aft; that the *Florida*, after this, steered E. S. E., and last evening (20th), at about 8, came into the harbor of Havana; that prior to entering the port this deponent and all his crew were put on parole not to inform against the *Florida* as to her armament and force nor to take up arms against the Confederate States until they are regularly exchanged; that Captain Maffitt also took possession of the chronometer, which had been hired from Willard & Co., of Boston; that all the personal property of deponent and his crew was returned to them, and they were kindly treated while on board the *Florida*.

JOHN BROWN.

In testimony whereof the said appearer has hereto signed his name, and I, the said consul-general, have hereunto set my hand and affixed the seal of my office at Havana, this 21st day of January, 1863.

[L. S.]

R. W. SHUFELDT,
Consul-General.

We, the undersigned, officers and crew of the late brig *Estelle*, of New York, do solemnly and truly swear that the facts set forth in the foregoing affidavit of Captain John Brown, master of the said brig, are, in all respects, true.

ZENROW M. FICKETT, *Mate*.
WILLIAM H. WALLACE, *Second Mate*.
SAMUEL LINDSEY, *Steward*.
COFFIN WHILTEN.
STILLMAN S. WALLACE.
ALPHONSO PARKER.
BENJAMIN A. CORTHELL.

Sworn to and subscribed before me this 21st day of January, 1863.

[L. S.] -

R. W. SHUFELDT,
Consul-General.

Letter from U. S. consul-general at Havana, Cuba, to the Secretary of State, reporting the escape of C. S. S. Florida from that port.

U. S. CONSULATE-GENERAL,
Havana, January 21, 1863.

SIR: Continuing the subject of my former dispatches, Nos. 6 and 7, I have the honor to inform you that notwithstanding my representations to this Government the Confederate steamer *Florida* was permitted to leave this port in less than twenty-four hours after the departure of our own steamer, the *Reaney*. The *Florida* sailed at 6 a. m. of the 22d instant, steering to the eastward and keeping close in with the coast of Cuba. At 9 a. m. she attempted to board the American bark *La Coquena*, from Portland, but the master of that vessel, with great presence of mind, bore up immediately for the beach, to which he succeeded in getting so near that the *Florida* desisted. At noon the American brig *Windward*, loaded with molasses, was burned off Matanzas, and the master and crew sent into that port. At 9 p. m. I received intelligence that three American vessels had been destroyed off the port of Cardenas.

The course which the *Florida* thus far seems to have adopted in her piratical career has been to keep within the neutral waters of Cuba, and, discovering American vessels outside of her, to run beyond the marine league only for the purposes of destruction. In this way the whole island may be circumnavigated and that plea of neutrality of Spanish waters, for a violation of which Spain has so recently and so earnestly expostulated with our Government in the case of the *Blanco*, may and will become her greatest protection. I am informed by our consul at Matanzas that the cargo of the *Windward* was on Spanish account.

At 6:30 p. m. of the same day Admiral Wilkes arrived here in the *Wachusett*, but being after sunset was not permitted to pass the guard

ship, on which account he could not land or obtain any information or coal until the following morning, although the *Florida* arrived at 8 p. m. of the evening previous and, as I have been informed, was immediately allowed to proceed to her anchorage.

On the morning of the 23d, the dispatch boat *Reaney* returned from Key West and conveyed a request from Admiral Bailey that I would give all the information in my power to the commander of the U. S. S. *Oneida* concerning the *Florida*. At noon the *Oneida* appeared off the port. At 1 p. m. the *Reaney*, having her mails, etc., on board, started for Key West, Admiral Wilkes directing the captain to deliver to the *Oneida* an order to enter The Havannah. The *Reaney* met the *Oneida* about 2½ miles from the mouth of the harbor, gave the order, and proceeded on her voyage. When about 6 or 8 miles from Havana, she was brought to peremptorily by a Spanish steam frigate which, in order to do so, fired as many as three shots at her in quick succession, preceded, however, by a blank cartridge, which the captain says he took to be the signal for a pilot. The *Reaney* was boarded and the captain informed, as near as [he] could understand the Spanish language, that he should not communicate with another vessel so near the harbor (the communication, you will observe, occurring between two vessels of the United States and at least 2½ miles from shore). After the Spanish boat left the *Reaney*, the master, innocent of any offense, and uncertain what to do, finally concluded to return again to Havana and report himself to me. I advised him to proceed to sea again, and if brought to in like manner, and detained, to haul down his flag; otherwise, to proceed on his voyage. I told him that I presumed that some mistake had been made, as I could not imagine what right a Spanish man-of-war would have to prevent the *Reaney* from communicating with the *Oneida*, or to stop her for so doing after she was upon the high seas. She accordingly sailed, and I have not since heard from her. The *Oneida* also sailed again in pursuit of the *Florida*.

In order to get information of the *Florida* to our two steamers, the *Santiago de Cuba* and *R. R. Cuyler*, expected at Cienfuegos, I endeavored to transmit the following telegram to our consular agent:

Inform the commanders of the *Santiago de Cuba* and *R. R. Cuyler* to go round Point Maysi and await orders off the light-house of Lobos. Answer immediately by telegraph to consul-general here.

CHARLES WILKES.

The transmission was stopped and the telegram retained by order of the captain-general for reasons which he says he will give in writing.

The preceding I believe to be a truthful statement of the circumstances connected with the presence of the *Florida* in these waters, and in consequence of them I am forced to the conviction that, owing to the partiality shown her, she, in all probability, owes her escape from capture, and to the protection which she has sought in the neutral waters of Cuba we are so far, to a great extent, indebted for the terrible destruction of our commerce which that vessel has effected.

I am also of the opinion that the obstacles thrown in the way of our vessels of war and the firing into the dispatch boat *Reaney* were evidences of unfriendly feeling, and that the latter was insulting in its character. I do not deem it my province to do more than report these facts to you, and shall not write to this Government upon this subject again unless written to.

The steamer *Florida* received 88 tons of Welsh coal, ten days' supply, and Mr. Chandler imparts the information, which he considers reliable,

as coming from an engineer of that vessel, that after destroying all the property she can near Cuba she intends to run the blockade at Charleston. The *Wachusett* sailed this morning. The *San Jacinto* is also probably after the *Florida*.

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

R. W. SHUFELDT,
[*Consul-General.*]

Hon. WM. H. SEWARD,
Secretary of State.

P. S.—One of the vessels destroyed off Cardenas proves to have been the *Corris Ann*, of Machias, Me., from Philadelphia, with box and hog-head shooks, Capt. F. A. Small. She was burned between Cay Piedras and Cay Mono, in a channel only 1 mile wide, leading into the harbor of Cardenas. The wreck afterwards drifted on shore and the crew came in a boat.

R. W. S.

Instructions of Acting Rear-Admiral Bailey, U. S. Navy, commanding Eastern Gulf Blockading Squadron, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, in case of the appearance of U. S. S. Alabama or Florida.

FLAGSHIP ST. LAWRENCE,
Key West, January 21, 1863.

SIR: In case the *Alabama* or *Florida*, rebel cruisers, should make their appearance and go into Turtle Harbor, destroy your signal books and all communications for Admiral Wilkes before engaging them. After which you will do your utmost to destroy or capture them.

Respectfully, your obedient servant,

T. BAILEY,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.
Acting Volunteer Lieutenant EDWARD CAVENDY,
Bark Gemsbok.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the search for the U. S. steamers Alabama and Florida.

FLAG-STEAMER WACHUSETT,
Off Cape San Antonio, Cuba, January 21, 1863.

SIR: You will proceed, in company with the *R. R. Cuyler*, to the Grand Cayman, about 250 miles from here, to the eastward, where I deem it most likely you may see or hear something of the *Alabama* or *Oreto*, a place well suited for a rendezvous and where supplies can be had for crews. Should you get information of either of the above vessels at any point not far distant you will pursue them as long as you have the ability to do so, and, if it is in your power, touch off Cienfuegos and communicate with me or the consul-general at The

Havannah, by telegraph. You will return along the south reef of this island to this point, looking into any of the anchorages that may prove feasible.

The *R. R. Ouyler* will remain in company until you repass this cape. I am, very respectfully, your obedient servant,

CHAS. WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Commander D. B. RIDGELY,

Comdg. Steamer Santiago de Cuba, West India Squadron.

When necessary to fill up with coal you will repair to The Havannah, where you [will] find me, or orders.

Order of Acting Rear-Admiral Bailey, U. S. Navy, commanding Eastern Gulf Blockading Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to proceed to Havana, Cuba, in search of U. S. S. Florida.

U. S. FLAGSHIP ST. LAWRENCE,

Key West, January 22, 1863.

SIR: I have received reliable information that the rebel steamer *Oreto*, or *Florida*, is in Havana taking in coal. You will therefore get your vessel in readiness as soon as possible, proceed off Havana, communicate with Captain Hazard, of the *Oneida*, who has directions to send the army steam tugboat *Keaney* in the harbor to ascertain from our consul whether the *Oreto* is still there, in which case you will remain and use all precautions to prevent her escape. If you find she has gone you will consult with Captain Hazard as to the course you will each pursue in chase. The consul will probably send you all the information he has as to her probable destination, and you must use your own judgment in connection with this information to insure her capture, if possible. I desire that you will take a different course from the *Oneida* in the pursuit to increase the chances of falling in with her, but this part of the order I will leave to your own discretion.

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

THEODORUS BAILEY,

Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

Commander WM. RONCKENDORFF,

Commanding U. S. Steam Sloop San Jacinto.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Captain Hazard, U. S. Navy, commanding U. S. S. Oneida.

FLAG-STEAMER WACHUSETT,

Harbor of Havana, January 23, 1863.

SIR: You will repair to this harbor with the *Oneida*. I have important communications to make to you.

I am, very respectfully, your obedient servant,

CHAS. WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Captain S. F. HAZARD,

Commanding U. S. S. Oneida.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Captain Hazard, U. S. Navy, commanding U. S. S. Oneida, to cruise in search of U. S. S. Florida (Oreto).

U. S. S. WACHUSETT,

At The Havannah, January 23, 1863.

SIR: You will proceed immediately off Cardenas, where the *Oreto* has been seen. It is reported that she destroyed three vessels last evening. I need not give you a description of her, except she is white-washed, and has two smokestacks, and bark rigged. She will probably be in that neighborhood. I shall leave in the *Wachusett* this evening to join the chase of her, and will direct the *San Jacinto*, which vessel is hourly expected, to come off here to the same duty. Wherever she may be found you are instructed to capture or destroy her.

I trust you have coal enough for a few days. You will, at any rate, use to your last ton in this search, and may rely upon my giving you enough to bring you into port. You may be aware that we have a coal depot at Turtle Harbor, close by the Carysfort light-house, where, in case I do not meet you, you may obtain a supply, if you actually need it. I do not wish you to anchor in this harbor, but to proceed to sea with all possible dispatch. I shall be at the consul's office until 4 o'clock, and will then give you further information as to your proceedings; but if time does not admit of your returning to sea before night-fall, you will not regard this as cause of your detention, as you are aware, probably, that the rules of this port do not permit a vessel to go to sea after sunset.

Hoping to see you soon,

I am, very respectfully, your obedient servant,

CHARLES WILKES.

Acting Rear-Admiral, Commanding West India Squadron.

Captain S. F. HAZARD, U. S. Navy,
Commanding Steamer Oneida.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto.

FLAG-STEAMER WACHUSETT,

Harbor of Havana, January 23, 1863.

SIR: You will repair to this harbor with the vessel under your command. I have important communications to make to you.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander WM. RONCKENDORFF, U. S. Navy,
Commanding Steamer San Jacinto.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma.

FLAG-STEAMER WACHUSETT,
Harbor of Havana, January 23, 1863.

SIR: You will use all possible dispatch in coaling and repairing the *Sonoma*, and have her ready for sea at the earliest moment.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS,

Commanding Steamer Sonoma, West India Squadron.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to the Secretary of the Navy, deploring the inadequate force under his command.

FLAG-STEAMER WACHUSETT,
Harbor of Havana, January 23, 1863.

SIR: I have yours of December 15* in reply to two of mine of the 24th and 25th November. I am fully aware that your expressed design, in the operations of the vessels under my command, was to capture the piratical cruisers and vessels carrying contraband, and to interrupt and break up the illicit traffic and nefarious schemes to aid the insurgents which had existed for a long time in the neighborhood of Nassau. I am now informed that the first great and important duty devolving upon me is the capture or destruction of the *Alabama* (290), the *Oreto* (or *Florida*), and similar cruisers of a semipiratical character that are depredating on our commerce. It was for this especial purpose that I wrote you my letter of the 25th November, wherein I informed you that my force was insufficient to effectually carry out your wishes in respect to these piratical vessels. I had not the least doubt that after the *Alabama* had finished her depredations in the Atlantic she would resort to these seas for the winter and endeavor to capture our California mails and treasure. I therefore deemed it to be my duty to apprise the Department that my force would not be sufficient to accomplish the object, weakened, as it had been, by the withdrawal of the *Dacotah*, *Cimarron*, and *Vanderbilt*.

The destruction of the *Alabama* I did not conceive to be secondary to the blockade, or any other of the operations in which the Navy was or would be engaged, and I therefore felt confident that my appeals would be promptly acceded to and a large force of efficient vessels sent to me. Your letter of the 15th of December, to which this is in reply, states that it was the wish of the Department to increase the force at every point had it men and ships, but omits saying anything on the subject of my special command, of which so much is expected. I beg leave now to take the liberty to offer some remarks on the tenor of your letter. I am aware that the whole country is looking with the greatest solicitude for the capture or destruction of the *Alabama*, but with an inefficient force, both as to numbers and description of vessels (those I have being intended for river service almost exclusively), it is utterly impossible for you or the country to expect that it can be accomplished. It can not be

* See Vol. I, p. 587.

done with my vessels by chase; it may be accomplished by good luck or chance. If my force had been increased, when requested, with suitable vessels it would have been a certainty. With the means at my disposal no plan could be adopted by which I could insure the Department or promise myself success. With a larger force the object would have been, and will be, attained without difficulty. I say this with a steadfast belief in the accomplishment of this desirable and devoutly wished-for object. If I had even the force that the Department has sent to cruise singly among the weather islands of these seas I could have formed plans for concert of action that would have resulted in success, of which I have repeatedly informed the Department and pledged myself.

The condition of this steamer is very defective, as I have heretofore stated, especially in my letter enclosing the report of survey on her boilers, on which there is no dependence to be placed whatever. This I reported to you before I left Washington, but as you deemed it necessary, I sailed, and have realized my apprehensions most fully.

The three gunboats were ill-adapted to the service, notwithstanding they have been used and navigated by the intelligence and energy of their commanders, to my surprise and admiration, encountering all kinds of weather and heavy seas, and yet have, at great hazard, effected the object for which they were specially detailed, and which was a part of your instructions—to intercept and prevent the escape of contraband vessels. These facts I have reported to the Department, and I am surprised to learn from you that no important results attend our presence in the vicinity of Nassau. The steamers that have been plying to and from the coast, running the blockade when they saw fit, have been laid up in Nassau and The Havannah. None have been into Cardenas or Matanzas or elsewhere in this island, and the letter of the American consul at Nassau, which I forwarded to you, fully states the facts which our services have rendered in breaking up the trade of Nassau. Hence the great abuse lavished upon me, which I have taken as praise, as it is the strongest proof that could be offered of the efficiency of the squadron, though composed of such a few vessels.

It is true, few captures have been made, and it could not be expected that any would be made when this trade in contraband had been stopped, although large storehouses were filled with it.

It seems to me somewhat remarkable that you should, under the circumstances, expect captures to be made, and I think, on reflection, you must do us the justice to believe we have done our duty, although we have not filled our pockets. Nor should it surprise you, or anyone, that a few vessels should have escaped our vigilance when you are aware how many have run the blockade, with a large number of efficient vessels guarding the entrances to Mobile and Charleston harbors. I do not wish, however, to draw any comparisons with those engaged on the blockade of those places, as I know how difficult it is to avoid the escape of any vessels through the blockading fleet. Since the introduction of steam, the blockade system has entirely changed. The plan at present pursued is, in my judgment, entirely wrong; but in this many may differ from me. I can only advance it as an opinion, and the few months' experience I have had has satisfied me that it is correct.

The breaking up of the contraband trade is more readily accomplished by intimidation and the fear of loss of vessels and cargoes from the apparent and not real difficulties that blockade runners have to encounter.

I have specially avoided visiting English ports. I have given no cause for the excitement against me by the colonial authorities, except in carrying out your orders to interrupt, intercept, and capture contraband vessels. Wherever I have had intercourse with British naval officers it has been most cordial and pleasant. Those who have not sought my acquaintance of course I have not had anything to do with; but no remarks or actions of mine have afforded any ground for the misrepresentations which have appeared in the public prints, and I had hoped that the Department would have disregarded them as I do. If the British authorities take sides with the insurgents I have not been the cause, and their sympathies, as well as hate, I hold in equal contempt. The only effect upon me is to cause me more deeply to uphold our flag and the interests of the Union cause.

It is needless for me to add that I have nothing further to say upon the subject. You were fully and timely advised of the condition of the squadron and the motive I have for desiring an increase of force. You have not thought proper to send it to me; and although my views can not be carried out, I shall not fail to use the force I have to the best advantage.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

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

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding C. S. steamers Alabama and Florida.

FLAG-STEAMER WACHUSETT,
Havana, January 24, 1863.

SIR: Your letter of January 10, relative to a piratical steamer in the West Indies, has been received. In my letter from The Havannah, January 2, I gave you the information I possessed relative to the *Alabama*, obtained through the *Agrippina*, from which vessel she took 200 tons of coal at Blanquilla. The times all correspond to her coaling, capturing the *Ariel* off Cape Maysi, and being at the Grand Cayman. I do not believe that, as yet, there is any other privateer out except the *Oreto*, recently escaped from Mobile, which vessel we are now in hot pursuit of.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

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

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba.

FLAG-STEAMER WACHUSETT,
Harbor of Havana, January 24, 1863.

SIR: You will, as soon as you fill up with coal, repair with all speed to the neighborhood of the Hole in the Wall, your old station, where you will cruise until further orders.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander D. B. RIDGELY, U. S. Navy,
Commanding Steamer Santiago de Cuba, West India Squadron.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto.

FLAG-STEAMER WACHUSETT,
Off Havana, January 24, 1863.

SIR: You will, with the vessel under your command, accompany this ship to the vicinity of Cardenas. In case of separation, which you must avoid, you will meet me near Cardenas light.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander W. RONCKENDORFF, U. S. Navy,
Commanding Steamer San Jacinto.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma.

FLAG-STEAMER WACHUSETT,
Harbor of Havana, January 24, 1863.

SIR: You will, with all possible dispatch, repair with the *Sonoma* to Cardenas, off which harbor you will meet me or the *Oneida*, or the *San Jacinto*. It is not intended that you should enter the harbor of Cardenas.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS, U. S. Navy,
Commanding Steamer Sonoma, West India Squadron.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to cruise for the interception of vessels.

FLAG-STEAMER WACHUSETT,
Off Cardenas, January 25, 1863.

SIR: You will proceed to the outer anchorage at Cardenas and there await the arrival of the *Sonoma*, Commander Stevens. On his arrival

you will, with the *Sonoma* in company, proceed to the east end of Cay Sal, look into Anguilla, and then cruise between that point, across the Santaren Channel, to the Great Bank, stretching across the Nicholas Channel, to the coast of Cuba, the object being to intercept any vessels, especially the *Oreto*, that may pass through these channels.

I need not urge you to keep a bright lookout, and so dispose of the vessels as to cover the greatest space, never losing sight of each other. Let nothing escape you, and procure all the information you can by boarding or otherwise.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander W. RONCKENDORFF, U. S. Navy,
Commanding Steamer San Jacinto.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, regarding cruise.

FLAG-STEAMER WACHUSETT,
Off Cardenas, January 25, 1863.

SIR: You will proceed with the *Sonoma*, in company with the *San Jacinto*, to the east end of Cay Sal. After looking into Anguilla you will, with the *San Jacinto*, cruise in the channels Santaren and Nicholas, between Cay Sal and the Great Bank and Cuba, where you will operate until my arrival, which will be on Wednesday, where I shall expect to be, and meet you, off Anguilla.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS, U. S. Navy,
Commanding Steamer Sonoma, West India Squadron.

Order of the Secretary of the Navy to Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, to cruise in search of C. S. S. Alabama in the path of American merchantmen to and from China.

NAVY DEPARTMENT, *January 26, 1863.*

SIR: Information has doubtless reached you some time since of the depredations committed on our commerce by the piratical steamer *Alabama*, or 290, commanded by Raphael Semmes, formerly of the U. S. Navy.

Nothing reliable of the movements of the *Alabama* has been received since she captured the California steamer *Ariel*, off the east end of Cuba, December 7, and released her on the 9th, near Kingston, Jamaica. It is not improbable that, closely pursued by our vessels in the West Indies, she will seek another field for her operations, and may go to the East Indies. In that event the most promising point for her piracy would be the Strait of Sunda, through which our merchantmen pass to and from China, and she doubtless would go there. That locality should,

therefore, be looked after, and the Department directs you to proceed thither at once. You must be governed in your duration there by the intelligence you may receive of the movements of the *Alabama*. If she continues in this hemisphere it will not be necessary for you to remain there unless other piratical craft are put afloat and should cruise in that direction.

The U. S. S. *Vanderbilt* will probably proceed from here down the coast of Brazil, across to the Cape of Good Hope, and on to Mauritius, and look after our commerce in her track.

The Department must rely much upon your judgment to so direct the movements of your vessel as to give the most effectual protection to our commerce in the East, and upon your vigilance and zeal to pursue and capture any vessel that may be engaged in preying upon it.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander DAVID McDUGAL,
Commanding U. S. S. Wyoming, Macao, China.

Letter from the U. S. consul at Nassau, New Providence, to the Secretary of the Navy, reporting the arrival in that port of the C. S. S. Florida.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
January 26, 1863.

SIR: I have the honor to inform you of the arrival at this port this morning of the Confederate steamer *Florida*, late the noted *Oreto*, Maffitt, late of the U. S. Navy, commander. This pirate ship entered this port without any restrictions, with the secession flag at her peak, and the secession war pennant at the main, and anchored abreast of H. B. M. S. *Barracouta*, Maffitt and his officers landing in the garrison boat, escorted by the port adjutant, Williams, of the Second West India Regiment.

The officers of the *Florida* proceeded at once to the Royal Victoria Hotel to breakfast with the agents of the Confederate States, and they were received with much enthusiasm by the secession sympathizers here, and a display of secession bunting. The privateer soon after anchoring commenced coaling, by permission of the authorities, an evidence of the perfect neutrality which exists here, when the U. S. S. *Dacotah*, but a few months since, was only permitted to take on board 20 tons of coal from an American bark off Hog Island, and only then on Captain McKinstry and myself pledging ourselves in writing "that within ten days after leaving this port she would not be cruising within 5 miles of any island of the Bahama Government."

Pretty neutrality this, I must say. As soon as the *Florida* anchored I at once chartered a small schooner, the *Resolute*, and dispatched her to Stirrup Cay to carry my report to any United States cruisers, a copy of which I enclose.

I have great fears that the *Florida* may overtake and destroy the *Sallie Bonsall*, which I sent yesterday to the wreck of the U. S. transport *Planter*, and I feel warranted in the employment of the *Resolute* for this service.

The Anglo-Confederate steamer *Giraffe* arrived yesterday from Wilmington with a full load of cotton, and the steamers *Thistle*, *Douglas*, *Nina*, and *Annie Childs* sailed for Southern ports with contraband cargoes.

I sent a trusty confidential man, Samuel T. Smith, to visit the *Florida* and glean what information he could, but they would not allow him alongside. The governor had given permission for the *Florida* to take on board 200 tons of coal, so it is said, and her destination is reported to be the Isthmus, to waylay the California steamers. I have engaged Mr. Smith to carry my dispatch to our cruisers, as the black captains of the Bahama vessels are not trustworthy in the least degree. I have agreed to pay him for this service \$60, which I trust will be allowed in the settlement of my accounts with the Department over which you preside.

I have the honor to be, sir, very respectfully, your obedient servant,
 SAML. WHITTING,
U. S. Consul.

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

Order of the Secretary of the Navy to Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, to proceed from Hampton Roads, Virginia, to the West Indies in search of U. S. S. Alabama.

NAVY DEPARTMENT, *January 27, 1863.*

SIR: As soon as the U. S. S. *Vanderbilt* is ready you will proceed with her to sea and resume the search for the steamer *Alabama*, or 290. You will first visit Havana, where you may obtain information to govern your future movements. You can then visit any of the islands of the West Indies or any part of the Gulf at which you think you would be most likely to overtake the *Alabama* or procure information of her.

When you are perfectly satisfied that the *Alabama* has left the Gulf or the West Indies and gone to some other locality, you will proceed along the coast of Brazil to Fernando de Noronha and Rio de Janeiro, making enquiry at such places as you may think advisable. From Rio continue your course to the Cape of Good Hope, thence back to St. Helena, Cape Verde, the Canaries, Madeira, Lisbon, Western Islands, and New York.

If at any point word is obtained of the *Alabama*, or any other rebel craft, you will pursue her without regard to these instructions; and if the *Alabama* should be captured by any of our vessels, you will regard these instructions as void, and return at once to New York, unless you are in pursuit of some other rebel craft.

The U. S. bark *Ino* is cruising in the vicinity of St. Helena, and the U. S. S. *Mohican* near the Cape Verde [Islands]. Endeavor to obtain all the information possible at points where the mail steamers touch, and communicate with the Department as opportunity offers.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Lieutenant CHAS. H. BALDWIN,
Commanding U. S. S. Vanderbilt, Hampton Roads.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, relative to cruise in West Indies.

FLAG-STEAMER WACHUSETT,
Off Anguila Cay, January 28, 1863.

SIR: Proceed to Cardenas, ascertain if the brig *Veritas* has arrived there, telegraph to the consul general, and then proceed up the Old Bahama Channel, where you will meet me or one of the vessels of the squadron. If you should not meet us by the time you reach Lobos light-house, then proceed through the Tongue of the Ocean, ascertain if the *Oreto* has entered, or has been heard of at Nassau; if not, return to the Old Bahama Channel by the way of Cat and Ragged islands, where you [will] meet either the *San Jacinto* or *Wachusett*.

Telegraph the consul general if he has heard anything from Cienfuegos relative to the *Santiago de Cuba* and *R. R. Cuyler*.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]
Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS, U. S. Navy,
Commanding Steamer *Sonoma*, West India Squadron.

[Telegram.]

NAVY DEPARTMENT, January 28, 1863.

The destruction of the *Hatteras* off Galveston on the 17th [11th] instant is confirmed, supposed by the *Alabama*. The *Florida* (or *Oreto*) escaped from Mobile on the 13th [16th], and was in Havana on the 20th instant, watched by *San Jacinto* and *Oneida*. Send a copy of this dispatch to Admiral Lee and proceed with all possible dispatch to Havana, and there be governed by circumstances, but do not leave the West Indies as long as the *Florida* or *Alabama* are there. Answer by telegraph.

GIDEON WELLES,
Secretary of the Navy.

Acting Lieutenant C. H. BALDWIN,
Commanding Steamer *Vanderbilt*, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, January 28, 1863.

The *Florida* has escaped from Mobile, and the *Alabama* has destroyed the *Hatteras*, off Galveston. Let the *Rhode Island*, *Lackawanna*, and *Monongahela* be prepared for sea with the utmost dispatch, and report when either is ready. The *Vanderbilt* has been ordered off by telegraph.

GIDEON WELLES,
Secretary of the Navy.

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

Order of the Secretary of the Navy to Captain Walker, U. S. Navy, commanding U. S. S. De Soto, to proceed to the West Indies in search of C. S. S. Oreto (Florida).

NAVY DEPARTMENT, *January 28, 1863.*

SIR: The order to you of the 26th instant to report to Rear-Admiral Du Pont is hereby revoked. The moment the *De Soto* is ready for sea proceed with her with all possible dispatch to Key West and report to Acting Rear-Admiral Bailey. The Department desires you to use every exertion to get the *De Soto* off. She is a swift steamer, and the main object in sending her to Acting Rear-Admiral Bailey is that he may dispatch her after the *Oreto*. The latest information is that this rebel steamer is at Havana, watched by one or two of our steamers, and you will therefore touch at Havana on your way out, and if she is still there assist in guarding her, in which case send a copy of this order to Acting Rear-Admiral Bailey, with the communication for him herewith enclosed.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain WM. M. WALKER,
Commanding U. S. S. De Soto, Philadelphia.

Capture of British brig Magicienne, January 28, 1863.

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward.

U. S. SHIP ONWARD,
At Sea, January 28, 1863.

SIR: I send this by the brig *Magicienne*, in charge of Acting Ensign Henry P. Conner. I have this day seized her as being a suspicious vessel, although I have not found any contraband goods aboard. I seized her in latitude 22° 55', longitude 28° 32'. There is no doubt in my mind but that she is loaded with goods intended for the rebels, and I have therefore determined to send her in to have her case adjudicated by a prize court. I have not time to send a list of prize crew, as there is another brig in sight which is from the same port, viz, Liverpool, and bound for the same place, viz, Matamoras, Mexico. I will forward it upon my arrival in Boston.

Hoping my action will meet with your approval,

I remain, your obedient servant,

J. F. NICKELS,

[Acting Volunteer] Lieutenant, Commanding U. S. Ship Onward.

Hon. GIDEON WELLES,
Secretary of U. S. Navy.

Letter from the U. S. district attorney, Florida, to the Secretary of the Navy, advising the restoration of the British brig *Magicienne*.

U. S. DISTRICT ATTORNEY'S OFFICE,
Key West, Fla., February 28, 1863.

SIR: The British brig *Magicienne* was lately sent into this port as prize by the ship of war *Onward*. After investigating the facts of the case fully, and finding no cause whatever for the seizure, I have taken

the responsibility, in accordance with the spirit of a letter addressed to me by the Attorney General at the establishment of the blockade, of not commencing proceedings against her. Accordingly I have not filed a libel, but have advised the prize commissioner to restore the vessel to the master. I can not doubt that in a case so plain as this one the course I have pursued is the most honorable for the Government, and much the wisest for the captors.

I am, sir, your most obedient servant,

THOS. J. BOYNTON,
U. S. Attorney, Southern District of Florida.

Hon. GIDEON WELLES,
Secretary, Washington.

Letter from the Secretary of State to the Secretary of the Navy, transmitting letter from the British minister requesting compensation in the case of the brig *Magicienne*.

DEPARTMENT OF STATE,
Washington, April 23, 1863.

SIR: I have the honor to invite your attention to the enclosed copy of a note of yesterday from Lord Lyons, in which compensation is asked for the capture by the U. S. ship *Onward* of the British vessel *Magicienne*, on her voyage from Liverpool to Matamoras, and in which, with reference to that case, a representation is made touching the alleged habit of the United States cruisers seizing vessels, on the chance that something may possibly be discovered. *ex post facto*, which will prevent the captors from being condemned to pay damages.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

WASHINGTON, April 22, 1863.

SIR: You are doubtless well acquainted with the particulars of the capture by the U. S. ship *Onward* of the British vessel *Magicienne*, on her voyage from Liverpool to Matamoras, and of her subsequent release without being proceeded against in the prize court. She was, as you are aware, restored to the master in consequence of a letter of the U. S. district attorney at Key West to the prize commissioner, declaring that after examining the depositions taken in the case, and the invoices, bills of lading, and other papers, he could see nothing on which to base a demand for condemnation, or even for a certificate of probable cause of seizure. There can, therefore, be no question as to the capture of this vessel being wholly unjustifiable, and her Majesty's Government have accordingly instructed me to apply to the Government of the United States for full compensation to the parties interested.

The destination of the vessel was that of her accustomed trade, her cargo was not contraband, her papers were regular, she was not attempting to break any blockade; there was, therefore, no plausible excuse for her detention.

The justice of the case evidently calls for speedy compensation, and her Majesty's Government do not anticipate any delay on the part of the U. S. Government in making it. But her Majesty's Government desire to represent to the Government of the United States, with reference to this case, that the habit of the United States cruisers of seiz-

ing vessels on the chance that something may possibly be discovered, *ex post facto*, which will prevent the captors from being condemned to pay damages, renders the practical fulfillment of the obligations of a neutral state to respect the abstract rights of the belligerent a task of daily increasing difficulty.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WM. H. SEWARD.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, to Captain Hazard, U. S. Navy, commanding U. S. S. Oneida.

FLAG-STEAMER WACHUSETT,
Old Bahama Channel, January 29, 1863.

SIR: You will cruise during the night between the Paredon Grande light-house and the Lobos light-house, keeping 10 miles to the eastward of the Paredon light, and join me off the Lobos to-morrow morning. The *San Jacinto* will be to the westward of you some 10 miles.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Captain S. F. HAZARD, U. S. Navy,
Commanding Steamer Oneida.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto.

FLAG-STEAMER WACHUSETT,
Old Bahama Channel, January 29, 1863.

SIR: You will lay off and on the Paredon Grande light-house during the night and join me at the Lobos light, some 30 miles to the eastward, 8 o'clock in the morning. The *Oneida* will be to the eastward of you some 10 miles.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander WM. RONCKENDORFF, U. S. Navy,
Commanding Steamer San Jacinto.

Letter from U. S. consul-general at Havana, Cuba, to Rear-Admiral Faragut, U. S. Navy, commanding Western Gulf Blockading Squadron, reporting the whereabouts of C. S. steamers Alabama and Florida.

U. S. CONSULATE-GENERAL,
Havana, January 29, 1863.

SIR: I transmit for your information a copy of a letter received yesterday evening from Cienfuegos:

DEAR SIR: Yours of the 23d instant came to hand last evening, and was immediately delivered to Captains Ridgely and Emmons, who are at this moment leaving the harbor.

An English vessel arrived this afternoon from Kingston, Jamaica, and reports that the *Alabama* arrived at that port on the afternoon of 20th instant, having on board 150 men of the officers and crew of the unfortunate gunboat *Hatteras*, which she

sunk off Galveston. The *Alabama* in the fight received four shots in her hull, one of which made an ugly wound near her sternpost, about 18 inches above the water line, and she was repairing, and was to have left in three days, etc.

The *Florida*, having burned the American brig *Estelle* off Tortugas, arrived here (Havana) on the 20th instant, coaled and sailed 6 a. m. of the 22d. At 6 p. m. of the same day the *Wachusett*, Admiral Wilkes, came into port, and the following noon the *Oneida* entered the harbor. In the meanwhile I received the intelligence of the destruction of four more American vessels by the *Florida*, one off Matanzas and three off Cardenas. On the evening of the 23d the *Oneida* sailed, having received orders from Admiral Wilkes; 24th, the *Wachusett* sailed, and on the morning of 25th the gunboats *Sonoma* and *Troga* arrived here and sailed again. The last news of the *Florida* which I have received is to the effect that she was seen off Inagua by the British gunboat *Steady*.

Admiral Wilkes is in pursuit with all of the above-named vessels, and the *Santiago de Cuba* and *R. R. Cuyler* are under orders transmitted from here to continue the pursuit on the south side of this island.

I am not in the receipt of any other intelligence to communicate, and therefore remain, at your further disposition, and very respectfully,

Your obedient servant,

R. W. SHUFELDT,
Consul-General.

Rear-Admiral D. G. FARRAGUT, U. S. Navy.

P. S.—Later news from Cienfuegos leads me to the belief that the *Santiago* and *Cuyler* have gone to Kingston to look out for the *Alabama*.

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, relative to Confederate privateer Retribution.

U. S. S. ALABAMA,
Curaçao, January 29, 1863.

SIR: On the evening of January 18 an American brig appeared off the harbor of St. Thomas, and a report was sent in from her that she had been a prize to the Confederate privateer schooner *Retribution*, and had been recaptured by the prize crew. I immediately went on board of her in company with John T. Edgar, esq., U. S. consul, and finding the facts as above stated, placed an officer and four armed men in charge, with orders to lay off and on during the night.

On the following morning the consul, ascertaining from the governor that no difficulty would be made by the Danish authorities, the brig was brought into port and placed in the hands of the consul, the prize crew of seven men being brought on board this vessel for safe-keeping.

It appears from the deposition of some of these men that the arms, ammunition, etc., for the *Retribution* were transferred from that vessel in the harbor of St. Thomas to the schooner *Dixie*, which sailed in the night in violation of the port regulations, as stated in my letter of January 14. The two vessels met at the island of Blanquilla, in latitude $11^{\circ} 52' N.$, longitude $64^{\circ} 41' W.$, where the arms, etc., were retransferred to the *Retribution*, and the *Dixie* sailed, supposed for Turk's Island for salt, thence to a Southern port. The *Retribution* mounted her guns, one 20-pounder rifle and two smoothbore 12-pounders, refitted rigging, etc., and on the 3d of January appeared off St. Thomas and chased two American vessels back to port. The next day she sailed north, and on the 10th fell in with and captured the American brig *J. P. Ellicott*,

of Bucksport, Me., bound from Boston to Oienfuegos. A prize crew of five seamen and two officers was placed on board with orders to remain by the schooner during the night and they would receive definite orders in the morning. Gilbert Hay and Thomas Gilbert were in charge. The officers and crew of the *Ellicott* were taken on board the schooner and the wife of the mate left on board the brig. In the morning the schooner was not in sight, and the prize crew determined to recapture and carry the vessel to New York.

The first part of this plan they accomplished under the lead of Thomas Coin and John Wilson, by placing Hay and Gilbert in irons, and headed the brig for New York, but the weather being heavy and the brig leaking badly, they bore up for St. Thomas, where they arrived as above stated. Hay is an old offender, having been captured while in command of the privateer *Beauregard*. Gilbert deserted from the American brig *Gilmore Meredith* (of which he was second mate) at St. Thomas. Coin and Wilson deserted from the same vessel at the same time and all joined the *Retribution*, receiving \$25 advance and the promise of \$50 more if successful in running the blockade inward.

They deny any knowledge of the intention of the captain to go privateering until they were informed of it the day after leaving St. Thomas. Gilbert agreed to continue in her at \$25 per month and two shares in prizes. Coin and Wilson, the two leading men in the recapture, deserve credit, and are entitled to some reward from the owners or insurers. I would respectfully recommend the five men composing the crew to the clemency of his Excellency the President of the United States.

Hay left Wilmington in the schooner, knowing that she was to be a privateer, and Gilbert joined her as a privateer. Suspecting from the statements of the prisoners that the island of Blanquilla was a place of rendezvous for the privateer and her prizes, I sailed for that place on the morning of the 21st, spending most of the day in cruising around the cays and islands at the eastern end of Puerto Rico, where it was reported she had been recently seen. I arrived at the island of Blanquilla on the morning of the 24th and found there the American whaling schooner *Oread*, of Provincetown, on a whaling voyage, reported having been spoken by the *San Jacinto* on the 2d instant in Mona Passage, and warned of the presence of the *Alabama* and *Retribution* in the West Indies. The captain (Young) of the *Oread* informed me that the evening previous to my arrival a schooner appeared off the island, and being unable by reason of light winds and strong current to reach the anchorage, bore up and ran to the westward. His description of the schooner corresponded well with the *Retribution*, and thinking it probable she might intend to land her prisoners at some of the ports to the west, I started in pursuit, and arrived at my port on the 28th instant, having cruised about and examined in my route the islands of Orchilla, Los Roques, east and west of Bird Islands [Islands de Aves], and Buen Ayre without seeing or learning anything of her. I did not intend stopping here, but learning from the pilot that there was a large supply of coal belonging to the Government, I entered for the purpose of filling up, and shall leave again as soon as this is accomplished.

Enclosed is a list of the prisoners I have on board. I shall send them to some port in the United States by the first Government vessel.

I am happy to say that the officers and crew are in good health.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

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

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of information obtained at Nassau, New Providence, regarding U. S. S. Florida.

U. S. GUNBOAT TIOGA,
Great Stirrup Cay, Bahamas, 12 m., January 29, 1863.

SIR: I have the honor to report my arrival on the banks at these cays this morning at 9 a. m. Immediately upon anchoring received a communication from the American consul, Nassau, to the effect that the rebel steamer *Oreto*, or *Florida*, arrived there the 26th instant and commenced coaling; that she would leave the following day at 2 p. m. (the 27th), probably for the Isthmus, to intercept the California steamers.

I shall leave here at once for off Nassau to ascertain if this rebel steamer is there; if she has left, to proceed at once to inform Admirals Wilkes and Bailey of her supposed movements.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

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

[Telegram.]

NAVY DEPARTMENT,
January 29, 1863.

The *Oreto* left Havana on the 22d instant, burned a brig off Matanzas and three off Cardenas. She has probably gone to the Old Bahama Channel. You will proceed in that direction with the utmost dispatch and report for duty to Acting Rear-Admiral Wilkes by letter when possible, but your first duty is to pursue the *Oreto* and *Alabama*. Send a copy of this dispatch to Acting Rear-Admiral Lee, and answer by telegraph.

GIDEON WELLES,
Secretary of the Navy.

Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, Hampton Roads, Va.

[Telegram.]

FORTRESS MONROE, January 29, 1863.
(Received Washington, D. C., 6:30 p. m.)

SIR: Your telegram of this date has been received, and your order will be promptly executed.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander U. S. S. Rhode Island.

Hon. GIDEON WELLES,
Secretary Navy.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Clary, U. S. Navy, commanding U. S. S. Tioga, relative to cruise.

FLAG-STEAMER WACHUSETT,
Off Lobos Light, Old Bahama Channel, February 1, 1863.

SIR: You will proceed with the *Tioga* at once across the Grand [Great] Bank, through the Blossom or Queens or the Washerwomans

channels, to the Tongue of the Ocean, and from thence to Nassau, where you will find the *Sonoma*, Commander Stevens, who was directed to communicate with the consul there, and which point he will probably reach this evening. Commander Stevens was ordered to cross the banks from Nassau to the Ship Channel, into the Exuma Sound, on his way to Columbus Point, the south end of Little San Salvador. From this point he was to proceed outside to the north end of Eleuthera, and from thence through the North West Providence Channel to Key West or Havana.

You will exercise your judgment in shaping your course so as to intercept Captain Stevens, and when found give him the accompanying orders, and proceed to join Commander Collins and cruise agreeably to previous orders.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander A. G. CLARY, U. S. Navy,

Commanding Steamer Tioga, West India Squadron.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, relative to cruise.

FLAG-STEAMER WACHUSETT,

Off Lobos Light, Old Bahama Channel, February 1, 1863.

SIR: You will return at once with the *Sonoma* to this point, where you will meet me. Should I have left, you will repair with as little delay as possible to the eastward, looking in at Nuevitas, where I may be, to Cape Maysi, where, if not met before, you will certainly find me, or one of the vessels of the squadron, with orders for you.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS,

Commanding Steamer Sonoma, West India Squadron.

Chase of the C. S. S. Florida by the U. S. S. Sonoma, February 1 and 2, 1863.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of chase of the C. S. S. Florida.

U. S. S. SONOMA,

At Sea, Lat. 25° 35' N., Long. 73° 40' W., February 3, 1863.

SIR: I have the honor to inform you that while crossing the Bahama Banks from Lobos Cay to the Tongue of the Ocean, I discovered in the Queens Channel, on the morning of the 1st of February, at 7 o'clock, a strange sail hoisting English colors. Upon nearing her she proved to be a propeller steamer, answering in all respects the description of the *Oreto*, or *Florida*. I immediately made all sail, and, with a full head of steam, started in pursuit, and gradually, though slowly, gained upon her through the Queens Channel, the Tongue of the Ocean, and North

West Providence Channel, when, the sea and wind rising, she rapidly drew away from us, until sundown of the 2d, when, being nearly topsails down, and distant about 12 miles, we lost sight of her at dark, in latitude $26^{\circ} 37' N.$, and longitude $75^{\circ} W.$, the Hole in the Wall then bearing W. S. W., distant 125 miles. I am still in search of her. At no time was she within range of our guns. When last seen she was steering to the eastward. We chased her, for about thirty-four hours, a distance of nearly 300 miles.

I have the honor to be your obedient servant,

T. H. STEVENS,
Commander, U. S. Navy.

HON. SECRETARY OF THE NAVY.

Abstract log U. S. S. Sonoma, Commander T. H. Stevens, February 1 and 2, 1863.

February 1.—At 7:45 a. m. saw a topsail schooner from deck bearing N.; headed for her. At 8 made the sail to be a bark-rigged steamer. At 8:30 beat to quarters and gave chase to the rebel steamer *Florida*. At 8:45 made all drawing sail and all steam. At meridian gaining slowly on chase. Meridian to 4 all hands at quarters, all sail and steam on, in chase of the *Florida*, distant about 6 miles ahead, bearing N. by W. $\frac{1}{2}$ W. At 6:30 p. m. took in all sail. At 8 *Florida* bearing N. N. W., distant 5 miles. At 7:45 set jib. At 10 made all sail, chase within sight bearing N. E. by E. $\frac{1}{2}$ E., distant 5 miles.

February 2.—At 1:30 a. m. made Abaco light, bearing N. by W. At 4 the light bore W. by N. $\frac{1}{2}$ N., distant 20 miles. The chase bore N. E. by N., distant 5 miles. From 4 to 8 still in chase of the *Florida*. At 8 a. m. *Florida* bearing N. E. by E. $\frac{1}{2}$ E., distant 8 miles. Carrying all sail and steam. From 8 to meridian still in chase of the *Florida*. At 12 carried away fore gaff-topsail sheet. Rove it again and set the sail. Heavy swell setting from the S. E., *Florida* bearing N. E. by E. easterly, distant 12 miles. At 2:30 lost sight of the chase from wheelhouse bearing N. E. $\frac{3}{4}$ E. At 4:30 made out the *Florida* from masthead bearing E. by N. and immediately hauled up for her. At dusk lost sight of the chase bearing E. by N., distant 12 miles, chase bearing E. S. E.; wind light and very heavy swell, which was continued all through the day.

Second report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of chase of the U. S. S. Oreto (*Florida*), and the capture of English bark Springbok.

U. S. S. SONOMA,
Key West, February 9, 1863.

SIR: In obedience to your orders, while crossing the Bahama Banks and about entering the Queens Channel, on the morning of the 1st of February, at 7 o'clock, a strange sail was reported, which, upon nearing, I at once pronounced to be the *Oreto*, or *Florida*. About the time we made her out she hoisted English colors and immediately changed her course from the southward and eastward to the northward, firing up heavily and making all sail. I immediately started in pursuit under all drawing sail and a full head of steam, and chased her with varying success through the Queens Channel, the Tongue of the Ocean, and North East Providence Channel, 125 miles to sea, losing her at dusk on the evening of the 2d, when Hole in the Wall then bore W. S. W. the distance above named.

Three times we had the *Oreto* almost under our guns, when the blower belt parted and all that we had gained upon her was lost. Upon reaching the open sea, when the wind freshened and the sea rose, she drew away from us, and when last seen was standing to the eastward. I am satisfied from my observations during the chase the speed of the *Oreto* is greatly exaggerated, and I have no doubt under steam alone the *Sonoma* is a faster vessel. When the wind lulled we gained upon her slowly, but perceptibly, but with the freshening breeze and heavy sea she had the legs of us.

On the morning of the 3d of February, while looking for the *Oreto*, I captured the English bark *Springbok*, loaded with contraband, bound to Nassau, but having nothing in the way of a manifest of a legal character, and being upon the list furnished by you, I sent her to New York for adjudication in charge of Acting Master Foster Willis, with a prize crew from this vessel. The vessel was from London. The capture was made in latitude $25^{\circ} 41'$ N., longitude $74^{\circ} 46'$ W.

Having but about 20 tons of coal remaining, with the prospect of heavy weather, I bore up, after separating from the prize, for San Salvador, in hopes of meeting the *Oncida*, as your orders contemplated. Failing in this, and understanding upon communicating with the shore that a steamer painted lead color and without masts had passed up the sound steering for the Ship Channel, I started in pursuit at once, in hopes of heading her off before she could enter the channel the next morning, which she hardly had time to do before then, but upon appearing off there at daybreak there was nothing of her to be seen.

Anticipating delays in communicating with the consul at Nassau, I passed through the Ship Channel over the middle ground and through the Six Shilling Channel, the wind favoring, to Stirrup Cay, in hopes of meeting some of our cruisers to start at once with the information I had of the *Oreto's* whereabouts to you, but failing in this, after writing to the consul at Nassau and to the commanding officers of the *Tioga* and *Octorara* upon the subject, I crossed the bank for Key West, at which place I arrived out of coal and in need of repairs on the night of the 7th of February. Finding several of our cruisers there, also in need of repairs, I concluded to fill up with coal, repair the outboard delivery valve, which I had carried away, and wait a better opportunity to do the work needed upon the boilers and vessel when they should be cruising.

I shall leave as soon as possible, and after communicating with the consul-general at Havana shall cruise, as directed by you, between Cardenas and Havana.

I have the honor to be yours, respectfully,

T. H. STEVENS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the movements of the vessels under his command in the search for Confederate cruisers.

FLAG-STEAMER WACHUSETT,
Off Lobos Cay, February 2, 1863.

SIR: I regret to inform you of an untoward accident which has happened to the steamer *San Jacinto* in the breaking off of the shaft, and

thus detaching the propeller. It fell down across the keel and between the stern and rudder posts and there lodged. It is fortunate that this accident should have taken place in smooth water, and near anchorage. Had it happened in a heavy sea, or beyond anchorage, the propeller would have been lost and the ship greatly endangered. Commander Ronkendorff has been enabled to save the propeller and take it on board. The exertions of himself, officers, and crew I beg leave to commend to your notice.

The *San Jacinto* being entirely disabled as a steamer, I ordered a quantity of her coal to be taken on board the *Wachusett*, *Oneida*, and *Sonoma*, leaving enough for ballast, and after receiving the report of the engineers, whom I ordered to survey it, I made up my mind that as the repairs could not be effected at Key West or The Havannah to order her directly to New York for the necessary shaft. I herewith enclose you the survey. This accident has somewhat delayed my operations, but off this point we command the whole Old Bahama Channel, and are enabled to board, night or day, all passers.

The loss of the *San Jacinto's* services is vexatious, as we should have been off Cape Maysi as soon as the *Florida*. From information brought me by the *Yoga* last night, the *Florida* was admitted into the port of Nassau on the morning of the 26th January and obtained 200 tons of coal, it is said, sailing again on the 27th at 2 p. m., it is presumed, for the east end of Cuba, which it will take her three days to reach, making it the 30th.

If the *Santiago de Cuba* and *R. R. Cuyler* have carried out my orders sent to Cienfuegos, they will have arrived off Cape Maysi on the 28th to cruise there, and will be on the lookout for her. If she endeavors to escape this way we shall intercept her. It is no doubt the *Florida's* intention to await the California steamers. He must be as yet uninformed that their route is now by Cape [San] Antonio, off which cape, since the capture of the *Ariel*, I have had a force, particularly on the days of the steamers passing those points, and shall continue to do so; but, as I have repeatedly written you, my force is inadequate to these duties and those around the Bahama Islands, particularly since the blockaders have procured from England a faster class of vessels to reship the contraband goods which have been stored at Nassau, and these are making use of the most unfrequented channels and passes through the reefs and shoals to avoid us, and multiplies the places to be watched.

I refrain from detailing the circumstances under which the *Oreto* or *Florida* was received and treated at Nassau. You will have received the accounts prior to the receipt of this letter. They fully illustrate the difference in the application of her Britannic Majesty's proclamation to us and the rebels. From such a set of unprincipled rascals we can not expect it to be otherwise. Had I more force I would make their pockets suffer. Every petty restriction is endeavored to be practiced on us whilst all favoritism and assistance are given the rebels. But I do not complain of them; they are free to say what they like. I shall carry out your orders as far as it is in my power.

The *R. R. Cuyler* and *Oneida* being sent in search of the *Oreto* when she escaped, I have united them to my own force to keep up a hot pursuit and furnished them with coal. At Turtle Harbor, on my late visit, I found the storeship and *Gemsbok* so much exposed to an attack that I determined to order them to Key West for better security. This was at once effected the afternoon we left. Should I receive an increase of force I shall order one of them (the *Guard* or *Gemsbok*) to windward with coal, as it is impossible to procure it at such places where it is

so much needed. Commander Ronckendorff will be able to explain most fully the difficulties under which we labor as to coal. It may be necessary for me to go as far to windward as St. Thomas. One or two small privateers are reported as having fitted out at that port by the connivance of the governor of the island, but I shall endeavor to time my visit as not to interfere with the great object of hunting up the *Alabama* and *Oreto* and obtaining information as to their places for coaling and recruiting. Their great object is the California mail steamers with the specie on board. Their plans I hope to forestall and circumvent.

I have the honor to be, with great respect, your obedient servant,
 CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

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

[Telegram.]

BOSTON, 2:10 p. m. February 2, 1863.

From last reports concerning the *Alabama*, the intelligent Boston merchants believe it not improbable that Semmes may make a descent on the Massachusetts coast, say at Provincetown, which is wholly unprotected, and suggest that an armed Federal vessel should be stationed there.

JNO. A. ANDREW,
Governor of Massachusetts.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, of cruise in search of Confederate cruisers.

U. S. S. R. R. CUYLER,
Off' Lobos Cay, North Side of Cuba, February 3, 1863.

SIR: Having been some time separated from the Western Gulf Blockading Squadron, I embrace the first opportunity of enclosing a copy of my report* to Admiral Farragut, through Admiral Wilkes, off the west end of Cuba.

Since the date of that report, under instructions from Admiral Wilkes, I have visited the island of Grand Cayman, several ports of Cuba, besides nearly circumnavigating the island and overhauling many vessels, without meeting with a rebel cruiser; was detained one day at Cienfuegos by the pilot running the ship aground, but I got her off without any damage that I am aware of. Off the eastern end of Cuba I spoke H. B. M. bark *Plover* (very much resembling the *290*) and was informed that one week previous the *290* arrived at Port Royal [Jamaica] under English colors, having on board the officers and crew of the U. S. sloop of war *Hatteras*, which she sunk off Galveston, and in answer to the enquiry, "How long will the *Alabama* (*290*) be permitted to remain in her Britannic Majesty's port?" was answered, "Oh, she has been ordered out," or words to this effect.

* See p. 28.

The vessels so much resemble the *Oreto* and *290* that they are not only a terror to our merchantmen, but they give us a great deal of trouble and uncertainty while chasing or approaching to learn their real character.

Their flag is that usually displayed by the rebels, who do not hesitate to use any other that may suit their convenience, and, as the latter have their agents and sympathizers everywhere in these seas, they are generally better informed of our movements than we can possibly be of theirs, and in this way elude us when even on their trail.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

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

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of capture by that vessel of English brig Springbok.

U. S. S. SONOMA,
At Sea, Lat. 25° 35' N., Long. 73° 40' W., February 3, 1863.

SIR: I have the honor to inform you, while cruising for the *Oreto*, I have this day captured, in latitude and longitude as above mentioned, the English bark *Springbok*, one of the vessels designated as a contraband trader upon the list furnished me by Rear-Admiral Wilkes, which I send to New York for adjudication. The *Springbok* has no proper manifest, nothing to show the character of the cargo, which the captain says he is also ignorant of, and these facts, upon a full examination of it, will, I doubt not, insure her condemnation.

I send the *Springbok* to New York in charge of Acting Master Willis.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander, U. S. Navy.

Hon. SECRETARY OF THE NAVY.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding search for C. S. steamers Alabama and Oreto (Florida).

FLAG-STEAMER WACHUSETT,
Off Lobos Light, Old Bahama Channel, February 3, 1863.

SIR: As it has become highly important to follow up, as speedily as possible, on the tracks of the *Oreto* and *Alabama*, I deem it necessary to retain your vessel. You will therefore proceed to Key West, coal, get an anchor, and make what repairs are absolutely necessary and accompany the *Santiago de Cuba*.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Commander GEO. F. EMMONS, U. S. Navy,
Commanding Steamer R. R. Cuyler.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the supposed whereabouts of U. S. steamers Alabama and Florida.

U. S. S. VANDERBILT,
Havana, February 4, 1863.

SIR: I have the honor to report the arrival of this ship here yesterday.

I find the *Florida* left here on the 22d January, and was afterwards heard of at Nassau; she was followed a few days after by several of Admiral Wilkes's vessels. The *Alabama* was reported at Jamaica on the 20th January, repairing. The *Santiago de Cuba* and *Cuyler* have sailed for them.

After consulting with our consul I have determined to sail this p. m. for off Cape San Antonio, in the first place, and, in default of hearing of either the *Florida* or *Alabama* in that neighborhood, to go along the south coast of Cuba, and enquire at Grand Cayman; thence either to Jamaica or Oaicos Passage. This course will, in the opinion of Mr. Shufeldt, take me over ground not already covered by our cruisers. Of course I may at any moment get further information such as will cause me to alter my present views entirely, in which case I shall not lose a moment in following it up, and have the honor to be,

Respectfully, your obedient servant,

G. H. BALDWIN,
Acting Lieutenant, U. S. Navy.

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

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of the escape of steamer Sumter from Gibraltar.

U. S. GUNBOAT CHIPPEWA,
Algeciras Bay, Spain, February 7, 1863.

SIR: I regret to inform you that notwithstanding the utmost vigilance on my part the *Sumter* escaped from Gibraltar on the night of the 6th instant.

It was blowing a heavy levanter at the time, and, although anchored within 3 miles of her, the darkness prevented her being seen. A constant watch was kept in that direction, but it was not until broad daylight that we discovered that she had left.

From information received from Gibraltar this morning at 10 o'clock I learn that she left at or about 8 o'clock p. m. The moon at that time was entirely obscured by heavy, black clouds, and I could barely make out the vessels anchored immediately around us. At no time during the night was it light enough to distinguish vessels lying at Gibraltar. Feeling that it would be utterly impossible for me to overtake a fast steamer like the *Sumter*, and being uncertain as to the direction she may have taken, I did not go in pursuit of her.

I shall await further instructions from the Department at this place.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

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

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of return to Cadiz, Spain, from Madeira, transmitting copy of letter to the U. S. minister to England, regarding the validity of the sale of steamer Sumter.

U. S. STEAM SLOOP TUSCARORA,
Cadiz, February 8, 1863.

SIR: I have the honor to report to you my return to this place from Madeira. I did not extend my cruise beyond that island, as I learned that the *Dacotah* was at Porto Grande (Cape Verde [Islands]), about 18th January, and subsequently, by African steamer, I heard of another of our steamers, name not known, at Porto Praya.

I enclose to you a copy of a letter I have addressed to Mr. Adams. The rule of law, as laid down by England and France, I learned here; it will be useful to our squadron in the Gulf where there were many vessels of the rebels under British colors, when I was at Key West in 1861. The British consul at Havana furnishes papers at very short notice.

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

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. TUSCARORA,
Cadiz, February 8, 1863.

SIR: I received this morning from Mr. Sprague a dispatch communicating to me that the *Sumter* had escaped on the night of the 6th instant during the gale. I should have received the dispatch yesterday by 1 p. m., but a gale of wind prevented my boats returning to the ship during the afternoon or night, and to-day it was too late to attempt pursuit with any reasonable prospect of success. This communication, therefore, refers only to the present status of the *Sumter* (now called *Gibraltar*).

It may not be known to your Excellency that during the Crimean War the Governments of France and England refused to acknowledge the validity of any sales of Russian vessels to neutrals during the war existing, laying down as a rule that ships, whether public or private, were to be regarded as a portion of the territory, and could not be alienated during the existence of hostilities.

A case occurred at this port. A bona fide sale was made of a Russian trader to merchants of this place, who freighted and sent the vessel to sea. She was fallen in with and captured by a French cruiser, taken to Oran, condemned, and sold. The cargo only was restored to the owners.

By the above English rule the *Sumter* has not changed her nationality, nor can she do so, but must be considered still as Confederate property, and as such can not refit in England, nor remain in port beyond twenty-four hours.

I have information that Captain Chads, of H. B. M. ship *London*, when recently sailing from Gibraltar for England, refused convoy to the *Sumter*. It would therefore appear that a British naval officer can not recognize the vessel as British property, notwithstanding the corrupt action of the administration at Gibraltar.

For my future guidance I will be glad to have your opinion and advice in this matter. I a few weeks since advised the commander of the *Chippewa* to destroy the *Sumter* whenever he had an opportunity to do so out of neutral jurisdiction, whether under convoy or not, and believe my advice was correct.

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

T. AUGS. CRAVEN,
Commander.

Hon. CHAS. FRANCIS ADAMS.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of chase of suspicious vessel, supposed to be U. S. S. Alabama.

U. S. S. RHODE ISLAND,
Key West, February 10, 1863.

SIR: I have the honor to report that at daylight on the 2d instant, when 315 miles to the northward of Abaco, the *Rhode Island* fell in with a large steamer, apparently of English build, bark rigged, under sail, and burning English coal, between 5 and 6 miles distant. The weather being rainy and overcast at the time, I could not fully decide as to whether she was the *Alabama*, the description answering sufficiently near to induce giving chase.

The steamer was steering N. E. and this vessel making the best of her way for the Bahamas. The steam was increased, all sail crowded on, and every effort made to overhaul the stranger, upon whom, for a time, we appeared to gain, and for some three hours after only held our own.

At meridian, a heavy squall coming up ahead, sail was taken in, but a heavy press of steam kept on, and when the weather lightened up we appeared to have gained somewhat upon the chase, but soon after she commenced drawing ahead and gaining upon us until sunset, when she was hull down and some 12 miles distant.

I decided to pursue the vessel during the night, supposing that in consequence of her success she might fancy we had given up the chase, slow down, and that by running at full speed at daylight we might be close aboard of her.

Although the weather during the night had been somewhat overcast, at daylight it cleared off brightly for a time, affording a good view from the masthead in every direction, and seeing nothing of the stranger the chase was given up, and we pursued our original course. During the chase, we judged from the dense volumes of smoke issuing at intervals from her funnel that she was resorting to unusual means of increasing her steam, either by burning pitch or rosin.

Circumstances during the chase were unfavorable to the *Rhode Island*, since she was obliged to steam in the trough of the sea, which caused at times one wheel to be out of water and the other to be so deeply immersed as to affect the revolutions, and thereby impede the progress of the vessel, while the sails could render but little additional speed. That she can make better time is proved by the fact that she overhauled, some few days after, a fast mail steamer within six hours after making her smoke.

After giving up the chase, the wind, which at the time was from the southward and westward, increased to a gale, attended with thick, squally weather and heavy head sea, hauling suddenly at 2 p. m. to the westward, then gradually to the N. W. The ship was brought head to wind and sea under easy steam, but in consequence of the sudden shift of wind a very irregular and cross sea was produced. The vessel labored heavily, losing the forward sections of her wheelhouses and starting the bolts connecting the guard-beam braces.

The gale continued until the following day, when it commenced moderating, and the vessel was enabled to continue on her course.

In consequence of this heavy weather and injuries sustained, I deemed it necessary to make a port earlier than it would have been under other circumstances, in order to render this vessel as a cruiser as effective as possible.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, transmitting extract from Gibraltar Chronicle regarding the escape of steamer Sumter from that port.

U. S. STEAM SLOOP TUSCARORA,
Cadiz, February 10, 1863.

SIR: I have the honor to enclose to you a copy of the Gibraltar Chronicle, in which you will find an account of the escape of the *Sumter*, together with a sketch of recent transactions in connection with that vessel. This paper is published under the censorship of the governor of Gibraltar, whose complicity in the fraudulent transfer is very apparent from his recognizing the *Sumter* as an English vessel, by permitting her to hoist the flag.

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

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Extract from Gibraltar Chronicle and Commercial Intelligencer.

GIBRALTAR, February 7 [1863].

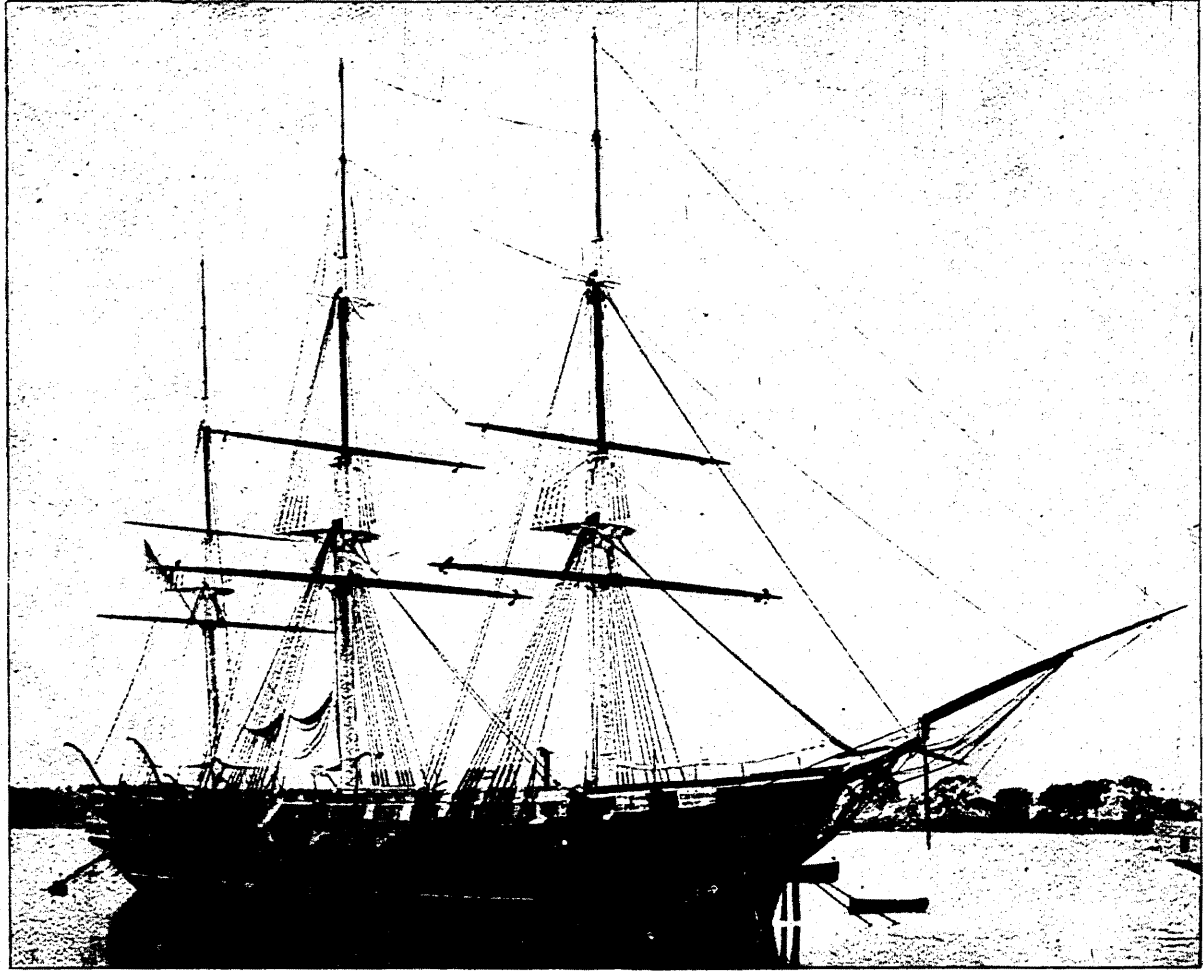
"The *Sumter* has got away at last," was very generally the first remark that struck the ear of those who went into the main street this morning, and, true enough, her place in the anchorage knew her no more. The evasion took place, it is said, at 6:30 o'clock yesterday evening, in the dark interval between sunset and the rising of the moon.

When the *Sumter* was sold by auction some time ago, it was understood that the Government of the United States would not recognize

the sale. Parties who have been previously in treaty for the steamer withdrew their offer on being made acquainted with this fact, and she was knocked down at the auction to a gentleman sent from England to purchase her. This person was the envoy of a Liverpool firm who were the financial agents of the Confederate Government, and the Federal Government, coming to the very natural conclusion that the *Sumter* had been purchased, either on account of the Confederate Government or as a private speculation, for the purpose of being freighted with a cargo to run the blockade, instructed the commanders of their cruisers to keep the most vigilant watch upon the *Sumter*, and seize her should she put to sea. Her escape last night adds one more to the proofs the American contest has already furnished that it is impossible for any single steamer to prevent another leaving a port, and that the latter has only patiently to await that concurrence of favoring circumstances which insures her eluding the vigilance of her enemy.

The U. S. gunboat *Chippewa* has for the last month or two been as watchful as a lynx, cruising at the entrance of the bay, and never losing sight of the *Sumter*. The consequence was that the latter dared not make the attempt to put to sea, even during the long moonless nights of last month. But a conjuncture of circumstances that promised success to the attempt occurred yesterday, and the *Sumter* took advantage of the opportunity. A hard southeast gale compelled the *Chippewa* to leave the dangerous anchorage at Algeciras, where a heavy surf rolls on a dead lee shore, and to take refuge in Orange Grove Creek, at the head of the bay. Instead of the two steamers leaving their anchorage abreast in a race for the straits, this move gave the *Sumter* a couple of miles' start, her anchorage being so much nearer to the entrance of the bay. The easterly gale favored the *Sumter* in other ways. She is light and goes well under canvas, but can not trust her machinery, and, with the aid of the gale astern, would probably have forerached upon the *Chippewa* if her departure had been discovered and she had been chased. But the strength of the gale, the thickness of the atmosphere, and the darkness of the night made it next to impossible that her movements should be seen, and, moreover, whether by accident or design, another steamer, the *Hope*, with her funnel painted exactly like the *Sumter's*, anchored near her. The *Sumter* yesterday was warped alongside the *Britannia*, steamer. It was reported in the town that she had dragged her anchors and sustained serious damage from collision with another vessel. Carpenters were sent from the shore, and it was said that she would not be ready for sea for a week at least. Many believe that the anchor-dragging, collision, and carpentering were all parts of an "artful dodge" to throw the *Chippewa* off her guard. If they were so, the dodge would probably have had the opposite effect of rousing suspicion and stimulating the *Chippewa* to extra vigilance. Darkness and the gale were the real friends that favored the escape of the *Sumter*. We last hear of her off Cape Spartel, which she was passing under a press of sail and steam at 10:30 last night when met by the *Pactolus*, steamer.

No doubt, the telegraphic wire has started American cruisers from Cadiz and Lisbon to intercept the *Sumter*, but the sea is a wide place, and by keeping a little out of the usual track she will probably run the gantlet of her foes in safety. We have spoken of this vessel as the *Sumter*, the name by which she is best known. Her proper designation since she was sold is the *Gibraltar*, and her new owners doubtless hope she may prove like Gibraltar—rather hard to take.



UNITED STATES SHIP SABINE.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Ouyler, regarding the whereabouts of O. S. steamers Alabama and Florida.

U. S. S. R. R. OUYLER,
Key West, February 11, 1863.

SIR: I have the honor to enclose copies of instructions received from Admiral Wilkes since my last report to you. In carrying out these instructions I have visited many places, overhauled a great many vessels, and circumnavigated the island of Cuba without falling in with a rebel vessel.

The last positive news of the *Alabama* (290) was at Port Royal, Jamaica, with the officers and crew of the *Hatteras* on board; but subsequent information leads to the suspicion that she has been seen in disguise off Carysfort Reef, and subsequently chased by the *Rhode Island* to the northward and eastward of this, for one day, without overhauling her.

The *Florida* (*Oreto*) coaled and left Nassau about the same time, and has since been chased thirty-six hours on the Bahama Banks by the *Sonoma*, finally escaping to the eastward of Nassau.

As their whereabouts are not known from one day to another, and they may now turn up in any of our squadrons, I informed Admiral Wilkes when I last met him off Lobos Island that I now considered it my duty to return to my squadron and report progress. He, however, thought proper to assume the responsibility of the last order, of which I send a copy, and I feel bound to obey this, providing I can obtain here what I absolutely require—anchor, coal, oil, and provisions; and in regard to oil I shall have to go into the market; I find none here in store to spare. In this latter item I shall perhaps be missed in your squadron.

I hope you will retain any money that may have been sent out on the requisitions of the paymaster of this vessel, as we are out, and can only obtain it upon the ruinous rates in which it is held in late advices from home.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Commodore Ringgold, U. S. Navy, commanding U. S. frigate Sabine, of extended cruise for the protection of commerce, from November 3, 1862, to February 11, 1863.

U. S. FRIGATE SABINE,
New York, February 11, 1863.

SIR: I have the honor to report the arrival of the *Sabine*, last from Porto Praya, Cape Verde [Islands]; officers and crew all well.

In compliance with your letter* of instructions of the 28th October, 1862, I put to sea from New London on the 3d November last and proceeded to cruise for several days in the vicinity and south of Long Island, in the track of vessels bound to and from New York.

* See Vol. I, p. 522.

The papers of the morning of my departure containing accounts of several depredations by the *Alabama* near our own coast upon our commerce, and particularly that of the brig *Baron de Castine*, on the 23d October, in latitude $39^{\circ} 45'$, longitude 69° W., induced me to suppose that the *Alabama* would stealthily proceed toward and hover around New York. I then cautiously cruised to the eastward in the parallel of 40° , in order, if possible, to intercept her in her probable advance westward.

The weather and season were very inclement, rendering it impossible to reach any fixed point with certainty. After an anxious search and delay of ten days, and pending which I could gain no intelligence from the few vessels spoken, I took advantage of a favorable gale at N. W. to pass on some distance to the eastward; then proposing to haul to the northward, and thence to the Western Islands in the usual track of vessels bound to Europe, conjecturing that the object of our anxious search might return easterly again, but the winds hung obstinately in the north and forced me to the alternative of the middle passage.

I reached Fayal on the 28th November and communicated with our worthy consul, Mr. Dabney, from whom I learned that nothing had recently been heard of the *Alabama* or any suspicious vessels, either at Fayal or the other ports of the group, much less any interference with our commerce. The *Tuscarora* and *Onward* had both preceded me in my visit to the islands, and the former was expected again in a day or two. Your dispatch for Commodore Glendy was carefully left in charge of Mr. Dabney.

After four days spent in watering ship I passed out and around the islands, intending to show the flag off the principal ports in Terceira and St. Michael. I was forced, however, to put to sea from the anchorage by a heavy S. W. gale, and which, from its duration, rendered it impossible, without risk and much delay, to approach any of the islands. Therefore, I stood on to the southward under easy sail, passing to the westward of Madeira and the Canaries, reaching Porto Praya on the 23d December, having devoted much time to careful observation in the track of vessels from Europe to the West Indies and southern United States; also seeking for and communicating with several American whalers engaged in the fisheries between the Canaries and Cape Verdes, apprising them of the presence on the seas and the depredations of the *Alabama* and of the necessity for the utmost vigilance.

At Porto Praya I found the *Mohican*, Captain Glisson, just in from Bermuda. On the 25th I received information, by the arrival of a coaster, of a rumor at Fogo to the effect that "a whaling bark was taken by a steamer without colors on the 18th instant to the northward of the island, and towed off to sea." Whereupon I took the course as indicated in my correspondence with Captain Glisson, copies hereto annexed.* Upon conferring subsequently with Mr. Morse, our consul, I was satisfied the rumor arose purely from a desire on the part of interested islanders, who derive advantage from the presence of our ships.

I am gratified to say that, although I had no control over Captain Glisson further than seniority authorized, he most cheerfully carried out my suggestions. During his absence I remained at anchor and, while watering ship, was prepared to protect the American brig *Eastern State*, from Boston (with a cargo of provisions, part of which I had engaged for the *Mohican*), in the event of the appearance off the

* See Vol. I, pp. 597, 606-608.

port of any Confederate cruiser. The authorities had no power whatever to prevent her being cut out or plundered, not having enough powder to return a salute I proposed. The duplicate dispatch for Commodore Glendy intrusted to me was placed in charge of Mr. Morse.

I had it in my power to render assistance to Captain Glisson by receiving for passage home one of his crew, much injured by a fracture of a limb, and supplying the *Mohican* with some provisions, ship's stores, and a folio of charts, lists of which are hereto annexed. That officer informed me he had recently dispatched communications to the Department touching all his affairs.

On the 2d January I left Porto Praya, proceeding slowly by the south, and thence to the northwest of the islands, taking position again to intercept European vessels in their course, either to the southern ports of the United States or West Indies. Two weeks were devoted to this object, when I closed in with these islands again. On the 17th I shaped course for the coast of Brazil. On the morning of that day the only untoward event of the cruise transpired. At 4 a. m. James Eaton, a promising lad of English parentage, when about to go below after his watch expired, was, it seems, proceeding unaccountably from the starboard gangway to the main chains, when he lost his balance and fell overboard. The life buoy was thrown to his aid, the ship promptly hove to, and a boat dropped, when Lieutenant Kelley went immediately in pursuit, but a most careful search proved unsuccessful. Not content with this, I put the ship about, returned to the spot, hove to for an hour, and recovered the life buoy, but there was no trace of the promising boy.

In the run across to the coast of Brazil I took advantage of the northeast winds and followed in the track of European vessels bound across the line and to the West Indies, thence gaining the track of our homeward-bound commerce from the east and South America. I then followed the fairway track to the northward and westward under cruising sail, crossing for a second time the course pursued by vessels from Europe to the West Indies, thence to this port south of Bermuda, in order, if possible, to intercept vessels proceeding to Nassau.

All vessels seen were run for and boarded or spoken whenever the weather permitted. Among those boarded, after careful search, I have detected none in carrying contraband goods to the enemy. The only suspicious case was that of the English bark *Westoe*. Even in this instance, after a most deliberate investigation, I found I had no ground for seizure.

Nothing has been seen or heard of any Confederate vessels, or intelligence gained of any interference with our commerce. The officers and all have evinced the greatest ardor and vigilance, and I regret it has not fallen to our lot to encounter the *Alabama*.

I am gratified to report the crew of the ship in excellent health and efficiency, as will appear from the report of Surgeon Abernethy, hereto annexed.

In a very heavy N. E. storm on the 7th November, a sea swept over the ship, carrying away the starboard quarter boat. The ship requires a general overhauling incident to a protracted cruise, and also requires to be replenished with provisions, stores, boats, etc. Reports and requisitions will be submitted to the commanding officer of the navy yard at this place touching these matters.

I beg leave to report having received on board seven American seamen from our consul at Fayal and a destitute American boy at Porto

Praya, all of whom I shipped for the general service, under the circumstances mentioned in the enlistment return herewith.

I have the honor to be, with great respect, your obedient servant,

CADWALADER RINGGOLD,
Commodore, U. S. Navy, Commanding Sabine.

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

Letter from the Secretary of State to the Secretary of the Navy, regarding the use of the Azores and Cape Verde Islands as a rendezvous for contraband trade.

DEPARTMENT OF STATE,
Washington, February 11, 1863.

SIR: It has been suggested to the Department that British vessels trading with Terceira, St. Michael, and Flores (Azores), have recently been in the habit of carrying coal to these islands with the apparent intention of furnishing it to piratical cruisers, or to steamers intending to run the blockade, inasmuch as the only coal depot at the Azores is owned by the American consul, from whom, of course, no supply can be obtained by such vessels.

This indication, taken in connection with others, and with the results of costly experience, exhibits a purpose of making those islands, perhaps alternating with the Cape Verde Islands, the rendezvous for a contraband trade, and for armed cruisers to prey upon our commerce. Our consul at the Azores has been specially instructed upon this subject.

I beg leave, therefore, to suggest that when the public-interests will permit one of our steamships now in the Mediterranean or on the coast of Africa, or from the blockading fleet, should occasionally cruise around these islands and the Cape Verdes until sufficient reason should appear for relief from that service.

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

WILLIAM H. SEWARD,
[Secretary of State.]

HON. GIDEON WELLES,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, regarding the search by that vessel for Confederate cruisers.

NAVY DEPARTMENT, February 12, 1863.

SIR: The rebel steamer *Oreto* having escaped from Mobile is now on the high seas depredating on our commerce. Our steamers are pursuing both her and the *Alabama* in the Gulf, and it is not unlikely that those two rebel craft will soon leave that locality, if not captured, and may cross the Atlantic. Should you not hear of either of them in that direction by the time this communication reaches you, you will return to Philadelphia with the *Tuscarora*, unless in the meantime other rebel vessels may leave England and threaten our commerce in the vicinity of your present cruising ground, in which case you will not return home whilst any privateer is in European waters, but pursue them.

The *Alabama* and *Oreto* are nearly sister ships. The former, however, has one smokestack, and the latter two.

The Department acknowledges the receipt of your three letters dated, respectively, the 31st of December and the 1st and 5th of January last. Noticing your announcement of your intention to proceed as far south as the Cape Verde [Islands], the Department would state that the U. S. S. *Mohican* is now cruising in that locality.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander T. A. CRAVEN,
Commanding U. S. S. Tuscarora, Gibraltar.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the condition and movements of the United States vessels on that station.

FLAG-STEAMER WACHUSETT,
Santiago de Cuba, February 13, 1863.

DEAR SIR: I find there is an opportunity which leaves for The Havannah to-morrow, and I take it to apprise you of my whereabouts and recent movements. Since mine by the *San Jacinto* on the 3d, with the *Oneida*, this vessel has been cruising around the eastern end of Cuba, which is the ground the *Oreto* was to take after leaving Nassau, where she remained thirty-six hours, and with the intention of stopping at one of the outlying islands. I dispatched two vessels to visit all the anchorages and to join me off Cape Maysi, in case of getting any news of her to follow her up rather than come to join me. Maffitt is very well acquainted with this locality, having cruised here some time whilst in command of the *Crusader*, in looking for slave vessels a few years ago. He frequented, then, most of the ports, and is familiar with them, and the probability is he will select one of the nearest to be at hand to intercept vessels bound through the Windward Passage. Many of our merchantmen we have encountered, but heard nothing of his depredations. Getting short of coal, I made for this pass, where we have obtained a supply. The French have made Santiago de Cuba a depot for their fleet, and, if this cruising is to continue, I shall find it necessary to order the *Guard* up here, or rather to Cumberland Harbor, some 60 miles nearer Cape Maysi, and a port more easy of access than this, for it is impossible for our gunboats to resort to The Havannah and Key West to seek coal and return within ten days, when it may be effected here in two. The authorities here have been particularly civil and afforded us all the facilities in their power, and my intercourse with the governor and officials has been of the most agreeable kind. They are far less "secesh" than on other parts of the islands. I return to the Cape Maysi to-morrow, where I hope to meet the vessels that went to Key West for coal. I say nothing of the movements of the *Alabama*. She, on leaving Jamaica, undoubtedly went to windward, but as yet we have no news of her. The last advices of our *Alabama*, she was at St. Thomas, and I hope by this time has captured the *Retribution*, a small steamer turned into a sailing vessel. There is no fear of her doing much if any damage, but fitting of vessels under the Confederate flag, in Danish ports, was not to be expected. If my duties in the hot pursuit of the two pirates will permit, I shall visit St. Thomas before my return to The Havannah.

Whilst coaling, we have been obliged to repair our boilers. The star-board one in particular has become too weak to make it bear any considerable pressure. As I wrote you, shall run her as long as we can get speed out of her.

Since the war began, there has been but one Confederate schooner in this port. In haste,

I have the honor to be, very respectfully, yours, etc.,

CHARLES WILKES,

[Acting Rear-Admiral, Commanding West India Squadron.]

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

[Telegram.]

NEW YORK, February 13, 1863.

(Received Washington 9:50 p. m.)

Alabama spoken February 2 in latitude 26° 29' N., longitude 67° 40' W.

G. W. BLUNT.

G. V. FOX,

[Assistant Secretary of the Navy.]

Report of Commander Olary, U. S. Navy, commanding U. S. S. Tioga, of the capture of the English schooner Avon.

U. S. GUNBOAT TIOGA,

At Sea, Lat. 26° 42' N., Long. 76° 39' W., February 14, 1863.

SIR: I have the honor to report the capture of the English schooner *Avon*, John W. Hall, master, from Nassau, New Providence, bound to Baltimore, United States. She is registered 37 tons burden.

This schooner's papers are irregular, her manifest only showing 340 sacks of salt, but upon searching her hold found various barrels, boxes, cases, etc., containing liquors not specified in the manifest nor invoice of the same; the master of the schooner stating that he did not know what they contained. Upon this fact I shall send her to Key West, in charge of Acting Master's Mate Jas. A. Cook, to await adjudication.

Very respectfully, your obedient servant,

A. G. OLARY,

Commander, U. S. Navy.

Acting Rear-Admiral CHAS. WILKES,

Commanding U. S. Squadron, West Indies.

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, regarding various rumors relative to the movements of Confederate cruisers and privateers.

U. S. S. ALABAMA,

St. Thomas, February 15, 1863.

SIR: I beg leave to present the following account of my proceedings since my departure from the island of Curaçao, on the afternoon of the 2d instant. On the morning of the 4th instant, looked in at the island of Blanquilla, and proceeded on to Port of Spain, on the island of Trinidad, where I arrived on the 6th instant.

Finding the English mail steamer due, I determined to remain until her arrival. By her we learned of the destruction of the U. S. S. *Hat-*

teras by the *Alabama* and the arrival of the latter vessel at Jamaica, where she was hurriedly coaling and repairing on the 24th of January.

As this information was thirteen days old, I deemed it useless to proceed to the westward in search, and thinking it probable that she would at once leave those waters, and either make for Windward Islands, or endeavor to leave the Caribbean Sea entirely, I deemed it judicious to follow up the Windward Islands. This course I pursued, coaling along the islands, touching at St. Pierre (Martinique), Basse Terre (Guadeloupe), and St. Christopher, but without learning anything of the *Alabama*. At St. Christopher I learned that the *Retribution* had landed some time last month the captain and crew of the brig *J. P. Ellicott* on the island of Dominica. I also heard at St. Christopher, from the U. S. consul, that the *Alabama* was blockaded in Jamaica by nine United States vessels.

This news was brought to St. Christopher by an English sloop, which arrived while I was at anchor there. On my arrival here, on the evening of the 12th, I learned the falsity of this report, and that the *Alabama* was again out from Jamaica and committing further depredations on our commerce. In my letter of January 14 I mentioned the departure of the British steamer *Pearl*, supposed to be intended for running the blockade, and that another was still in port, repairing. I now find that this one is gone, and report says she has gone to some place to receive arms and commence her career as a privateer. She is named the *Havelock*, is an iron boat, side wheels, three masts, square-rigged forward, and reported to be very fast. The *Vanderbilt* arrived here on the evening of the 13th, and as soon as she is coaled will proceed to sea again on a cruise. I am also coaling, and as soon as it is completed shall cruise probably to the westward, unless I receive news calling me in another direction. The accounts we get of the Confederate vessels are very conflicting. For instance, a British vessel arrived here on the 21st of January, reporting that on the 15th instant she sailed in company with the *Alabama* for 15 miles, and the *Alabama* then steamed southeast, requesting to be reported in St. Thomas. This was nearly 700 miles from here, in a northeast direction. Her subsequent movements prove that she could not have been in the place indicated. Again, within two days the *Retribution* has been reported at San Domingo, and at Dominica ten days ago. The captain of the brig *J. P. Ellicott* arrived here from Dominica and has resumed the charge of his vessel. The prisoners from her I still have on board, no opportunity having offered for sending them home. I have the satisfaction of stating that the officers and crew are well.

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

ED. T. NICHOLS,
Commander.

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

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of cruise in the West Indies, and giving information regarding O. S. S. Alabama.

U. S. S. VANDERBILT,
St. Thomas, February 16, 1863.

SIR: I last had this honor on the 3d instant, from Havana, on which day I sailed for Jamaica, intending to stop at the Grand Cayman, but

when I got off there in the evening, as it was thick and blowing, I concluded not to lose the time, but to get to Port Royal without delay.

I arrived there on the 8th instant. Without anchoring at Port Royal, went up to Kingston intending to fill with coal, that article usually being in full supply there. A Mr. Camp came on board as the consul of the United States (I afterwards learned that he had only been temporarily appointed vice-consul on the death of the consul). From him I learned that no American vessel of war had been there; that the *Alabama* had arrived on the evening of the 20th of January, and landed the officers and crew of the *Hatteras*, and had got permission to repair her damages; had taken in provisions and 160 tons of coal, and had sailed on the evening of the 26th. While there she had given her crew liberty, and had had the services of the police in arresting and bringing on board those who had overstaid their time, until he had objected, when the police ceased to act. She left two or three of her crew behind, and her paymaster, who was either discharged or had deserted; a worthless fellow, I was told.

Mr. Camp further told me that during the time the crew of the *Alabama* were on shore, some seven or eight of them came to his office and offered, if he would take care of them after, they would desert; that they did not want to go in the vessel again, and that some forty or fifty more would also desert. I regret to say that Mr. Camp did not think this a matter of sufficient moment and considered himself unauthorized to interfere, which, of course, he need not have done in his own person.

Whilst off the wharf at Kingston, waiting for the breeze to moderate to go alongside and commence coaling, for which I had arranged, I received a communication from Commodore Dunlop, commanding at Port Royal, stating that by request of the lieutenant-governor of the island he enclosed for my information an extract from a dispatch from her Britannic Majesty's secretary for foreign, etc., which was in effect notifying me to leave in twenty-four hours, and that I could only get, by application, sufficient coal to take me to the nearest home port, and this immediately after the *290* had been allowed to take in 160 tons of coal. I simply acknowledged the receipt of the communication and sailed next morning.

There was a report at Kingston that the *Alabama* had destroyed a vessel on the coast of San Domingo, though some eight days previously, so I went in near Navassa and up the Windward Passage, and around on the north side of San Domingo and Porto [Puerto] Rico. I saw many vessels, mostly foreign, spoke some, but could get no further information.

My coal being now expended, except a sufficient quantity to take me, in case of necessity, to Key West or Havana, and as I had been warned by the consul at the latter place not to depend absolutely on getting a supply at this point, I came here for information and a supply of fuel, if possible to obtain it. Also I found it was absolutely necessary to take sufficient time to scale the boilers, which were commencing to require it badly. As we have not had time to scale them since we went into commission, it was telling largely on the increased consumption of coal, say, to the extent of 4 or 5 tons with two boilers per day. I have arranged for 500 tons and as much more as I shall require of anthracite coal at \$15 per ton, alongside, giving draft on Baring Brothers, in payment at the bank rate of the day of final delivery.

I would respectfully call the attention of the Department to the propriety of having at this important point, being well up to windward, and the central point of the various lines of West India steamers, a permanent coal ship, for which our consul tells me he has permission from the present governor, who seems extremely well inclined to our cause. The previous governor, who died a few months since, would only allow our coal to be stored on shore. This I consider important, both in view of the great economy, and also since many of our ships now come here requiring coal, they might find great difficulty in getting it, and were they not supplied with credits on London, almost impossible, at all events except at the most exorbitant rates.

Also I beg to suggest the propriety of ordering, say, 1,000 tubes for this ship's boilers, as after, say, forty or sixty days' more steaming we shall have to go North to get new tubes put in, many of them being very thin and giving out. Nearly one-half of the present set have been in the ship ever since she was built, say seven years.

When this ship was fitted out in October last we were only able to get 700 or 800 made in time, the makers being then so pushed with contracts. Otherwise our ship and engines are in good order. The Allaire Works, New York, supply these tubes, they having built the engines and always done the repairing; they have the patterns.

I arrived here on the afternoon of the 13th instant and found, just arrived, the U. S. S. *Alabama*, coaling.

We have a great many reports of the *Alabama* and her recent doings, many of them quite contradictory, probably set afloat by those of the various islands opposed to our cause, of whom I regret to say there are many, principally, however, British subjects, who, as a class, are bitterly opposed to us.

What I consider reliable is that the *290* burned either one or two American vessels and landed their crews at the city of San Domingo on the 29th January, and sailed again, steering west, on the 30th.

On the 31st she was reported somewhere near the northwest point of the same island, at anchor, taking in coal, which had been landed there sometime since by an English vessel.

The schooner *Revolution* [*Retribution?*] burned an American schooner and landed her crew at Aux Cayes on or about the 31st instant [ultimo].

I expect to get in my coal and get sufficiently through scaling boilers to sail, say, by the 21st or 22d, though if I get any authentic intelligence of the *Alabama* that I can act on with probable success, I shall go at once. At present my idea is to go around San Domingo and the Windward and Mona channels, as from the great number of American vessels in that vicinity, the *Alabama* is likely to be still lurking in the neighborhood, and also to find the place on the northwest side of San Domingo at which it is reported the *Alabama* had taken in coal which was landed for her sometime since by an English ship.

This ship is better to lie at some central point, coaled and ready to act on the instant when reliable information is received, than to cruise, as, do your best, she consumes so immensely of coal, and, unlike screw steamers, which can at least hold their own under canvas, she would drift fast to leeward in the strong trade winds without constant steaming.

As I write this I am offered a cargo of 300 tons Scotch coal, just arrived, at \$7 per ton, which I shall probably take, and which, with the 500 anthracite now coming on board, will nearly fill me up, when I can continue my cruise for a long time without coming into port for fuel.

At the same time, taking in this coal will not delay me, as I shall have it in before my boilers are ready. The Department may rest assured I shall not trifle away an hour.

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

C. H. BALDWIN,

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

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to commanding officers of vessels in European waters, reporting the escape of C. S. S. Florida (Oreto) from Mobile, Ala., and enjoining vigilance.

NAVY DEPARTMENT, February 16, 1863.

SIR: The Department deems it proper to advise you of the escape of the rebel steamer *Oreto* from Mobile. That vessel and the *Alabama* are now on the high seas depredating on our commerce, and as our steamers in the Gulf are pursuing them they may cross the Atlantic, and recent reports would indicate that they are moving in that direction.

The U. S. S. *Sonoma* chased a steamer on the 2d instant nearly 300 miles, which answered to the description of the *Oreto*, and lost sight of her in latitude 26° 37' N. and longitude 75° W., the suspicious steamer steering eastward. The *Alabama* is reported as having been spoken the same day (February 2) in latitude 26° 29' N., longitude 67° 40' W. The two vessels are almost sister ships, except that the *Alabama* has one smokestack and the *Oreto*, or *Florida*, two.

The Department enjoins vigilance on the part of yourself and other commanders of our vessels cruising in European waters.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Captain JOHN A. WINSLOW,

Commanding U. S. Steam Sloop *Wachusett*, Cadiz, Spain.

Commander ANDREW BRYSON,

Commanding U. S. S. *Chippewa*, Gibraltar.

Commander M. C. MARIN,

Commanding U. S. Sloop of War *St. Louis*, Lisbon, Portugal.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Captain Hazard, U. S. Navy, commanding U. S. S. Oneida, regarding the search for C. S. steamers Alabama and Oreto (Florida).

FLAG-STEAMER WACHUSETT,

St. Nicolas Mole, San Domingo, February 16, 1863.

SIR: In the event of separating from me, you will look in to St. John's [San Juan], Porto [Puerto] Rico, on your way to St. Thomas, and obtain any information from the U. S. consul he may be in possession of.

On your arrival off St. Thomas you will ascertain whether there are any United States or rebel vessels in port. In case of finding the *Oreto* or *Alabama* you must not permit these pirates to escape you, even if found in neutral waters,

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Captain S. F. HAZARD, U. S. Navy,
Commanding Steamer Oneida.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, relative to cruise in search of O. S. steamers Oreto and Alabama.

FLAG-STEAMER WACHUSETT,

St. Nicolas Mole, San Domingo, February 16, 1863.

SIR: The appointed ten days having expired, and not meeting you, I can no longer delay the execution of the duties I have in view. I need not repeat to you that the probability of falling in with the *Alabama* and *Oreto* here or off Cape Maysi corresponds with the time of the passage of the steamers to and from Aspinwall off Cape San Antonio.

Between the intervals of the passage of the California mail boats, you might visit either Cumberland Harbor, the westward of Cape Maysi, or Aux Cayes, Port au Prince, Kingston, Santiago de Cuba, or Abaco and the eastern islands of the Bahamas, with a view to obtain information from our commercial agents. I deem it necessary to say that your destination at any time should be unknown. Commander Emmons should be furnished with a copy of these orders, and with him you will consult as to the performance of the important duties assigned to you.

In the event of your falling in with the *Oreto* or *Alabama*, or obtaining reliable information in regard to their whereabouts, you will lose no time in following them up. That being finished, you will return to St. Nicolas Mole, where you will hear from me, should I have reached the place, which I expect to do in ten days. Coal can be obtained at Santiago de Cuba. If you should have dispatches for me you will be at St. Nicolas Mole at or about the time I designated, and await my coming.

The *Gemsbok* will probably reach St. Nicolas Mole before I do.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander D. B. RIDGELY, U. S. Navy,
Commanding Steamer Santiago de Cuba.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of arrival at New York from the West Indies.

U. S. S. SAN JACINTO,

Off Navy Yard, New York, February 16, 1863.

SIR: I have the honor to report the arrival of this ship, having left the Great Bahama Bank, near Lobos [Cay] light, at noon on the 4th instant.

While steaming on my way to join Admiral Wilkes, then at anchor on the bank, on the morning of the 30th of January at 7:45 a. m., when 10 miles distant from Lobos [Cay] light, and 4 miles distant from the bank, the propeller of this ship broke off short up to the hub and fell so as to hang by one of its flanges between the stern and rudder posts. I made sail and succeeded in getting to anchor in $7\frac{1}{2}$ fathoms of water on the Great Bank, and immediately made preparations for relieving the extremity of the ship of the weight of the propeller, which I succeeded in doing on the following morning, the 31st of January, and soon after got up purchases and got it inboard.

Very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

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

Instructions of the Secretary of the Navy to Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, in view of the probable movement of U. S. steamers Alabama and Florida to European waters.

NAVY DEPARTMENT, February 17, 1863.

SIR: Information has doubtless reached you before this of the depredations committed upon our comineree by the rebel steamer *Oreto*, which has escaped from Mobile, and of the sinking of the *Hatteras* by the rebel steamer *Alabama*, off Galveston. Those two piratical craft are closely pursued by our steamers in the Gulf, and will doubtless soon seek some other waters for their operations, unless captured. Recent reports indicate or lead to the impression that they are moving eastward, and it behooves our cruisers on the European coast, and those abroad seeking those steamers, to be vigilant.

On the 2d instant the U. S. S. *Sonoma* chased a suspicious steamer which answered to the description of the *Oreto* nearly 300 miles, and lost sight of her in latitude $26^{\circ} 37'$ N. and longitude 75° W., the suspicious steamer at the time heading eastward. On the same day the *Alabama* is reported as having been spoken in latitude $26^{\circ} 29'$ N., longitude $67^{\circ} 40'$ W. The two vessels are almost sister ships, except that the *Alabama* has one smokestack and the *Oreto*, or *Florida*, two.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain O. S. GLISSON,
Commanding U. S. Steam Sloop *Mohican*,
St. Vincent, Cape Verde [Islands].

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Captain Hazard, U. S. Navy, commanding U. S. S. Oneida, to cruise in search of U. S. steamers Alabama and Florida.

FLAG-STEAMER WACHUSETT,
Le Mole, San Domingo, February 18, 1863.

SIR: You will cruise with the *Oneida* off the eastern end of Cuba, keeping generally within view of Cape Maysi, and occasionally stretching across the channel to St. Nicolas Mole.

It is probable that you will fall in with one or more vessels of the West India Squadron, and from them may obtain information which will be of importance. It is expected that the *Santiago de Cuba* and *R. R. Cuyler* will reach this cruising ground in a few days, when you will be able to fill up with coal from them, if necessary. On the arrival of the *Santiago de Cuba* you will be relieved from this important duty, and after giving Commander Ridgely all the information you possess you will proceed to St. Thomas, where you will meet the *Alabama*, Commander Nichols.

It is presumed your coal will last ten or twelve days, as it will not be necessary to keep your vessel constantly under headway. Five days of coal will suffice to take you to St. Thomas, where you will be able to fill up from the *Gemsbok*.

Should any information be received of the whereabouts of the *Alabama*, or *290*, and *Oreto* you will take the *Alabama*, Commander Nichols, in company with you in pursuit. I enclose orders to Commander Nichols to accompany you in case you should deem it necessary. Should you not find any news of either of the above vessels at St. Thomas you will make a cruise to Pointe à Pitre, Guadeloupe, Martinique, and other islands, as you may judge necessary, to carry out the search for the rebel vessels, having also special reference to their supply coal vessels, of which latter our consuls may give you the necessary information.

Should the *Gemsbok* be found at St. Thomas you will supply yourself with coal from her, unless it can be bought at reasonable rates. If the *Gemsbok* can discharge her coal at St. Thomas let it be done. I desire to retain a sufficient quantity there in case of need. The *Gemsbok* is to be dispatched to The Havannah, to stop at St. Nicolas Mole, with what information you may possess, addressed to Commander Ridgely.

I call your attention to the fact that on the Cape Maysi side of this passage you will meet the vessels coming from the north, and on the Haiti side those coming from the south. Steamers bound to Aspinwall pass here between the 7th and 10th, 18th and 20th, and 28th and 30th of each month, and returning from Aspinwall on the 9th, 19th, and 29th, or thereabouts. In case you should meet with either of the mail boats you will afford them safe convoy through this passage, if they desire it.

In the event of your falling in with the *Oreto* or *Alabama*, in the Windward Passage or elsewhere, the execution of these orders may be dispensed with; your own judgment must, of course, then guide you in effecting their pursuit, which is to continue until their capture. If Commander Ridgely has letters or dispatches for me, you will direct him to send them to Havana by the earliest opportunity. After your cruise to windward you will return to St. Thomas and hold yourself in readiness for service in pursuit of the rebels, if reliable information of their whereabouts is obtained.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Captain S. F. HAZARD, U. S. Navy,
Commanding Steamer Oneida.

P. S.—I have directed \$2,000 to be placed in the hands of your paymaster, \$1,000 for the use of your vessel and \$1,000 for the *Alabama*, which you will turn over to Commander Nichols when you meet him. I desire you to communicate your proceedings to me at Havana by every opportunity.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, regarding the search for the Confederate cruisers.

FLAG-STEAMER WACHUSETT,
Le Mole, San Domingo, February 18, 1863.

SIR: I have had no means of answering your letter of the 14th January reporting your vessel. I have endeavored to reach St. Thomas, but the condition of the *Wachusett* has been such as to preclude my doing it. The *Oneida*, Captain Hazard, will join you. You will make him acquainted with all that concerns the service and join him in the cruise I have directed him to make to the Weather [Windward] Islands, after which, unless you should get traces of the *Alabama* or *Oreto*, you will return to St. Thomas and hold yourself in readiness, with the *Oneida*, for service in pursuit of the rebels, if reliable information of their whereabouts should be obtained.

I am, very respectfully, your obedient servant,

—CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Commander E. T. NICHOLS, U. S. Navy,
Commanding Steamer Alabama.

P. S.—Captain Hazard will give you \$1,000 for the use of your vessel. I desire you to communicate your proceedings to me at Havana, monthly, and also any information that may be of interest to me or the service.

Respectfully,

C. W.

Report of Acting Volunteer Lieutenant Eyttinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, of arrival at St. Thomas, West Indies, with statement of plans for pursuit of C. S. steamers Alabama and Florida.

U. S. SHIP SHEPHERD KNAPP,
St. Thomas, February 19, 1863.

SIR: I beg to report the arrival here of this ship after the rapid passage of eight and one-half days.

I did not find Admiral Wilkes here, but the *Vanderbilt* and *Alabama* were. We have just received news of the destruction of the *Jacob Bell*, of New York, from China for New York, by the pirate *Florida*, and on consultation of commanders we have determined to start in varied lines of pursuit, the *Vanderbilt* and *Alabama* steaming at once to windward and the *Shepherd Knapp* to go round through Sail Rock Passage northward of the islands, and then to return here to gain report from the steamers whether the *Florida* is coaling at St. Pierre, Pointe à Pitre, or any port to windward, when this ship will join the others to blockade her wherever found in port.

The *Florida* destroyed the *Jacob Bell* on the 12th in latitude 24° 01' N., longitude 65° 58' W. On that day I was in the same longitude, but 300 miles north of him, and on my way south must have passed near him, but not in sight. On the evening of making St. Thomas I made a steam bark looking like the *Alabama*, and stood for him under a press of canvas, beating to quarters for action, in thorough readi-

ness to engage, but she proved a legitimate English steamer, carrying her Majesty's mails. I shall scour these seas in hot pursuit, and God defend the right.

Our Government issues are perfectly impassable here for payment of water, pilotage, and other contingents. Be pleased to send me at this port authority to draw against Baring Brothers for the sum of £1,000. In any foreign ports it is impossible to use our currency. This credit sent to me under cover to the U. S. consul here will facilitate the pecuniary contingents of the ship.

Your obedient servant,

HY. ST. C. EYTINGE,
Acting [Volunteer] Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of arrival at St. Thomas, West Indies, of officers and crew of American ship Jacob Bell, reporting destruction of that vessel by C. S. S. Florida.

U. S. S. VANDERBILT,
St. Thomas, February 20, 1863.

SIR: I have the honor to enclose duplicate of my communication of the 16th February, from this place.

Yesterday afternoon there arrived here the Danish bark (formerly an American vessel) *Morning Star*, bringing the captain, four passengers, officers, and crew of the American ship *Jacob Bell*, of New York, from Foo-Chow, China, bound to New York, which ship was burned by the rebel privateer *Florida* on the 12th of this month in latitude 24° 01' N., longitude 65° 58' W. On the 14th they were put on board the *Morning Star*, 100 miles north of the island of Sombrero. There were forty-one persons in all.

Captain Frisbee, of the *Bell*, reports that, in his opinion, she has but little coal left, say three or four days' supply. Under this view Captain Nichols, of the U. S. S. *Alabama*, and myself have decided to run for Martinique first, and not finding or hearing of the *Florida* there, to examine Dominica and Guadeloupe.

The *Alabama* sailed this morning at daylight, and I shall be off this afternoon. At the time the news arrived, my engine and boilers were adrift, the engineers having been at work overhauling. I shall not lose one moment in getting off as early as possible.

The U. S. ship *Shepherd Knapp*, arrived here two days since and will work around to leeward of these islands for the *Alabama*.

I shall have taken in, say, 240 tons of coal, for which we draw on Messrs. Baring Bros., London, at sixty days' sight for the amount.

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

C. H. BALDWIN,
Acting Lieutenant, U. S. Navy, Commanding Vanderbilt.

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

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of cruise in search of Confederate cruisers on the African coast.

U. S. S. MOHICAN,

Porto Grande, St. Vincent, Cape Verde [Islands], February 20, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port. Since my last letter of 20th December I have visited all the islands in this group, and have cruised in the vicinity and on toward the Cape of Good Hope, without seeing or hearing anything of the *Alabama*. A few hours after I anchored at Porto Praya, the U. S. frigate *Sabine*, Commodore Ringgold, came in. On the 25th December we obtained news from a French schooner that a suspicious steamer had been seen off the island of Fogo. I sailed immediately in search of her, carrying out the suggestions of Commodore Ringgold. Enclosed you will find his letter* with my answer to it on my return to Porto Praya. Commodore Ringgold sailed from Porto Praya on the 2d January, 1863, after giving me what provisions he could spare.

I have to inform the honorable Secretary of the Navy that coal has recently been landed at Porto Praya from a Prussian bark that was condemned at the port, so that coal can now be had at that port, and also at St. Vincent. These are the only islands in this group where coal can be obtained.

I shall continue to cruise in the vicinity of these islands and on toward the Cape of Good Hope, looking into Porto Praya and St. Vincent frequently, until I can get such information that will warrant my leaving the cruising ground laid down in my instructions. My provisions will be entirely exhausted by the 15th of April, and I shall be compelled to leave these islands in time to reach some place where provisions can be had, unless some should arrive here in the meantime.

The English mail steamer has arrived, and we have news that the *290* is in the West Indies, but so long a time has elapsed since she captured the mail steamer that I do not think it would be prudent for me to leave our large number of whalers in this vicinity unprotected. I sail in the morning on a cruise to the southward. The officers and crew continue to enjoy good health, and our ship is in splendid order.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

Order of Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, to Captain Hazard, U. S. Navy, commanding U. S. Oneida.

U. S. FLAGSHIP HARTFORD,
New Orleans, February 20, 1863.

SIR: Upon the receipt of this order you will proceed with the U. S. steam sloop *Oneida*, under your command, to your station in this squadron.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Captain S. F. HAZARD, U. S. Navy,
Commanding U. S. Steam Sloop Oneida.

* See Vol. I, pp. 597, 606.

Report of the commandant navy yard, Mare Island, Cal., transmitting copies of instructions to the commanding officer of U. S. ship Cyane and letter to Brigadier-General Wright, U. S. Army, regarding defenses of San Francisco.

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, Cal., February 20, 1863.

SIR: I have the honor to enclose herewith a copy (No. 1) of my instructions to the commander of the *Cyane*, and a copy of a letter (No. 2) addressed to Brigadier-General Wright, in regard to the defenses of San Francisco.

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

THOS. O. SELFRIDGE,
Commandant.

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

[Enclosure No. 1.]

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, Cal., February 10, 1863.

SIR: In consequence of representations from Brigadier-General Wright, commanding the military department of California, that apprehensions exist in regard to the passage of a rebel steamer by the forts in San Francisco Harbor in a fog, or in a dark night, I deem it important that a man-of-war be anchored in those waters to cooperate with the forts against attack, and to afford protection to that part of the city lying beyond the range of the fort's guns. You will, therefore, on your arrival at San Francisco, anchor the *Cyane* in such a location as will likely enable you to render the most efficient aid for the defense of that portion of the city which can not be covered by the guns of Fort Alcatraz.

You will remain there until relieved by the *Saginaw*, or some other vessel, with springs on your cables and fully prepared for action at all times.

Should you have any doubts regarding the best position in which to place the *Cyane* for the purpose herein named, you will be pleased to consult the military commandant.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Commandant.

The COMMANDER OF THE U. S. SHIP CYANE,
San Francisco, Cal.

[Enclosure No. 2.]

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, Cal., February 10, 1863.

SIR: I have the honor to inform you that the *Cyane*, soon expected from sea, has been ordered to remain at San Francisco for defensive service beyond the range of the guns of Fort Alcatraz until relieved by some other vessel.

I would respectfully suggest for the protection of the city of San Francisco, or that part uncovered by the guns of Alcatraz, that earthworks be thrown up on Yerba Buena Island, and a battery of guns planted on Rincon Point. This would bring a cross fire on any vessel which might get past Alcatraz on the city side.

In connection with this subject allow me to advise that the collector of the port of San Francisco have all inward-bound steamers boarded under the guns of Fort Point. This would effectually preclude the possibility of any steamers getting in under false colors.

I remain, very respectfully, your obedient servant,

THOS O. SELFRIDGE,
Commandant.

Brigadier-General G. WRIGHT,
*Commanding Military Department,
Headquarters, San Francisco, Cal.*

Order of E. M. Erskine, esq., acting excise officer, Prince Rupert's, West Indies, to Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, to leave that port.

PRINCE RUPERT'S, *February 22, 1863.*

SIR: By the proclamation of her Majesty Queen Victoria, American war vessels are not allowed to use British ports, unless when in distress or in immediate want of provisions. You will therefore see the necessity of at once leaving this port if the above conditions do not apply to you.

I am, sir, your obedient servant,

E. M. ERSKINE,
Acting Excise Officer.

[E. T.] NICHOLS, Esq.,
Commander, U. S. S. Alabama.

Letter from Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, to E. M. Erskine, esq., acting excise officer, Prince Rupert's, West Indies, expressing surprise at the official discourtesy of the latter.

U. S. S. ALABAMA,
Prince Rupert Bay, February 22, 1863.

SIR: Your communication of this date is received. I have the honor to inform you that this vessel is not in distress, neither is she in want of provisions. I have been in a British port within the past three weeks, unmolested in any manner, and am at a loss to account for this present act of official discourtesy.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

E. M. ERSKINE, Esq.,
Acting Excise Officer.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, of arrival at Cape Verde Islands, and the absence of Confederate cruisers in those waters.

U. S. SHIP ST. LOUIS,
Island of St. Vincent, Cape Verde Islands, February 24, 1863.

SIR: I had the honor of addressing a letter from Lisbon to the Department of date the 6th instant, informing [it] of my intention to visit these islands.

On my arrival here on the 22d instant I met with the steamer *Mohican*, Captain Glisson, who informed me that he had been cruising hereabouts for some time, but had not heard of any rebel cruisers, nor of any interference with our commerce in these waters. He sailed yesterday on a cruise, to return again soon.

This harbor being the regular, and I believe the only, depot for coals in this group renders it important that a steamer should be kept here. A quantity of coal has been landed at Porto Praya, Island of St. Iago [Santiago], but that I am informed was from accident of shipwreck, and I believe that it is the intention of Captain Glisson to purchase that coal for immediate use, and thereby deprive others from obtaining it.

Captain Glisson being without money for his ship, and there being no facilities here for drawing properly, I have at his request supplied him with \$2,500, for which the paymaster has proper receipts and vouchers.

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

M. C. MARIN,
[Commander.]

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of arrival at St. Thomas, West Indies.

FLAG-STEAMER WACHUSETT,
St. Thomas, February 25, 1863.

SIR: I have the honor to report my arrival here yesterday with the *Oneida*. I found here the U. S. ship *Shepherd Knapp*, Acting Volunteer Lieutenant Commanding H. S. Eytunge, who reported to me. The *Vanderbilt* arrived to-day, having been for the past few days on a cruise to windward. I shall remain here only long enough to coal and plug some leaky tubes.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

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

Capture of the Peterhoff, February 25, 1863.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the seizure, by the U. S. S. Vanderbilt, Acting Lieutenant Baldwin, U. S. Navy, of steamer Peterhoff.

U. S. FLAG-STEAMER WACHUSETT,
St. Thomas, February 28 [26], 1863.

SIR: To-day [yesterday] the U. S. S. *Vanderbilt* arrived off this port just as the *Peterhoff*, one of the steamers on the list furnished by the Department, was about leaving the port. I dispatched an officer to her to direct Captain Baldwin to overhaul her beyond the limits. This he did, when, finding her of doubtful character, he returned, leaving

his boarding officer in charge of her for safe-keeping. On receiving his report, I at once directed her capture and a prize crew to be put on board, and ordered her to Key West for adjudication, the *Vanderbilt* then to return and anchor, which she did the next morning. In the meantime I had determined to proceed to The Havannah in the *Vanderbilt* to look after some of the vessels of the squadron, and meet any other vessels that may have been sent to join the squadron, having heard from Lieutenant Commanding Baldwin that the *Juniata* and others would be sent. I concluded to leave the *Wachusett* at anchor in this port to watch some contraband runners, and be prepared, as soon as possible, in the event of their sailing, to follow and examine them. The *Oneida* was ordered to fill up with coal and prepare for sea. Having from the reports of Captain Baldwin reason to expect that the *Alabama*, Commander Nichols, was off Puerto Rico, I determined to meet her and give her orders to join the *Oneida* on a cruise through the Windward Islands.

I am, very, respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. *Vanderbilt*, of the capture of the British steamer *Peterhoff*.

U. S. S. VANDERBILT,
Off St. Thomas, February 25, 1863.

SIR: I have the honor to report that I have seized the British steamer *Peterhoff* as a prize and have ordered Acting Master E. Lewis to take charge of her to Key West for adjudication. The circumstances of the capture are as follows:

This afternoon I came off St. Thomas with the intention of sending in a boat for information, when I received an order from Rear-Admiral Wilkes, who was in the harbor, to search the *Peterhoff*, which vessel had just sailed. In compliance I boarded her some 5 miles off the harbor and found his papers quite irregular. He had only a certified manifest for seven boxes of tea, whereas he had a cargo of kegs, cases, and boxes for which he had no certified manifest. He had seven passengers, yet he told the boarding officer he had no passenger list. He cleared for Matamoras, Mexico, and has no other official papers, except a bill of health from the Mexican consul and a permit to leave the harbor of St. Thomas. I learn from one of her crew that she has field-pieces and arms on board.

Her passengers, during my absence to communicate with the admiral, were disposed to be quite violent, and in fact gave the officer then in charge (Ensign Alexander) some uneasiness as to whether he would not be obliged to use force. In fine, sir, I think there is little doubt she will prove a lawful prize; she has run the blockade before. There were no other United States vessels in sight at the time of capture.

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

O. H. BALDWIN,

Acting Lieutenant, U. S. Navy, Commanding.

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

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of cruise and seizure of British steamer Peterhoff.

U. S. S. VANDERBILT,
Barbados, March 7, 1863.

SIR: As I had the honor of informing the Department in my communication from St. Thomas, under date February 20, I sailed the same evening to join the U. S. S. *Alabama* at St. Pierre, Martinique, which port I reached at daylight on the 22d. The *Alabama* having just arrived off the harbor, Commander Nichols communicated with our consul, I remaining outside. He gained no information of the *Florida*, however. The *Alabama* then examined the island of Dominica while I went to Pointe à Pitre, Guadeloupe, arriving there the same afternoon. I could hear nothing, however, and left next morning, meeting, as agreed, the *Alabama* off Basse Terre, on the western side of that island.

After consulting with Captain Nichols I proceeded to Isle de Aves, a guano island about 100 miles to leeward, arranging that the *Alabama* should go to Sombrero and the Anegada Passage and toward the north side of Puerto Rico, and meet me in the Mona Channel, I reaching the south side of Puerto Rico and the anchorage of the Virgin Passage first.

I found nothing at the Isle de Aves, and after looking among the islands in the Virgin Passage, went off St. Thomas, intending to send a boat in for information.

As I got off the harbor the English steamer *Peterhoff* was coming out and at the same time I received an order from Acting Rear-Admiral Wilkes, who was at anchor in the harbor, to search her and then come in and anchor.

On searching the *Peterhoff*, I determined to hold her and communicate the proofs to the rear-admiral, who fully agreed with me that she was undoubtedly a lawful prize. As I wrote the Department at the time, I put a prize crew on board and ordered her to Key West for adjudication, and returned to St. Thomas next morning, the 26th, on the afternoon of which day Rear-Admiral Wilkes shifted his flag to this ship.

For the movements of this vessel since, I would respectfully refer you to the admiral's dispatches.

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

C. H. BALDWIN,
Acting Lieutenant, U. S. Navy.

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

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, transmitting correspondence with Captain Tatham, R. N., regarding the capture of steamer Peterhoff.

U. S. FLAG-STEAMER VANDERBILT,
St. Thomas, March 15, 1863.

SIR: Though not of much consequence, I deem it proper to the Department to enclose a letter I received from Captain Tatham, of H. B. M. S. *Phaeton*, relative to the *Peterhoff*. It will be seen that the object was to elicit information from me relative to her capture, no doubt intended for the benefit of the English rebel agents at this port, which I did not feel disposed to afford, especially as, in my conversa-

tion during a visit Captain Tatham made me, I had declined to answer any questions whatever. I sent my reply forthwith and heard no more of the business.

I have purposely kept all here in doubt as to the capture of the *Peterhoff*, in order to prevent its going to England by the steam packet, and therefore interfere with vessels coming to this port to refit and coal before attempting to run the blockade, as it gives us a double chance of effecting their capture. It is only recently that the contraband runners have resorted to this locality.

I may also mention that on a visit of Governor Rothe to me, he also attempted to elicit information upon the same subject, but without success. He attempted to excuse the affair of the fitting of the *Retribution* and *Dixie*, but as all the statements and facts of the case had gone to the Government, I declined any other reference to the subject. He was evidently very desirous of exonerating himself from all blame or connivance with the parties who practiced the deception upon him, and he told me that in future he would be more guarded and on the alert to prevent a recurrence of this infraction of the neutrality by the Danish officers.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosures.]

H. [B.] M. SHIP PHAETON,

St. Thomas, March 14, 1863.

SIR: With reference to your verbal explanation on the capture of the British steamer *Peterhoff* in sight of this harbor, on the 25th of February, by the U. S. S. *Vanderbilt* (which left this port apparently under your orders and instructions for that purpose), I have the honor to acquaint you that after full enquiry of the British acting consul at this port I am instructed that the papers of the *Peterhoff* were not informal; that she was cleared for Matamoros, and that her passengers had passports obtained from the Mexican consul in London.

You were kind enough to inform me that if the capture was found illegal the *Peterhoff* would be released, but, sir, I may be permitted to express my regret and fear that in this case an innocent vessel has been sent for judgment, to the injury and alarm of commerce.

I can not conclude this letter without thanking you for your courteous reception, and assuring you that I have not the slightest desire to interfere with the fullest exercise of belligerent rights on the high seas.

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

EDW. TATHAM,

Captain and Senior Officer, Barbados Division.

Acting Rear-Admiral WILKES,

Commander in Chief of United States Fleet in the West Indies.

U. S. FLAG-STEAMER VANDERBILT,

St. Thomas, March 14, 1863.

SIR: I have just received your communication of this date, and in reply to its contents beg leave to say that you have misunderstood me

if you interpreted my observations relative to the *Peterhoff* as "a verbal explanation of her capture." I expressly forbore any conversation on the subject, and for no other reason whatever than that it was a subject on which I did not permit myself to speak. In your inference that the capture was made, I gave you no grounds, neither can I consider it of any moment what the British acting consul's enquiries may have led him to infer, or to instruct you as to the *Peterhoff's* papers. If the *Peterhoff* should have been sent in for adjudication the courts will decide these points, and I have every reason to believe that should such have been the case it will be found that there was ample grounds for so doing in the exercise of the belligerent rights now existing on the high seas.

Reciprocating your courteous expressions and the pleasure of having made your acquaintance,

I am, respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Captain EDW. TATHAM,
Senior Officer, Barbados Division.

Letter from F. Mohl, esq., to Hon. J. P. Benjamin, Secretary of State for the Confederate States, transmitting a report of the capture of the steamer *Peterhoff* by U. S. S. *Vanderbilt*.

HOUSTON, TEX., *April 20, 1863.*

SIR: Before leaving England in January last the Hon. Mr. Mason intrusted to me a package of dispatches addressed to you, containing full copies of all such, from both himself and Mr. Slidell, as had to be destroyed or were otherwise lost before reaching you. I am sorry to say that the copies shared the fate of the originals, as I was compelled to throw them overboard or let them fall into the hands of our enemies. Thinking it of possible interest to you to have a full report of the capture of the steamer *Peterhoff*, on which I was a passenger, I enclose you a copy of the report made to Lloyd's by their agent for Matamoras, Mr. S. J. Redgate, who was a fellow-passenger.

The mails were still with the vessel when, on the 16th of March, I left her at Key West. They also contain some dispatches to you from Mr. Slidell, which had been intrusted to a fellow-passenger, Mr. P. J. Edwards, who, by Mr. Mason's advice, placed them in the mail. I understood at Key West that Mr. Seward had given positive orders not to break any post-office seals in the mails, but to send them to him at Washington for his inspection. As Lord Lyons was informed of their existence long before they reached Mr. Seward, I suppose the necessary steps were taken by him to keep them from being opened, and we may have hopes of their getting to their destination after some delay.

Hoping that you will command my services whenever they may be of use to you,

I remain, your obedient servant,

F. MOHL.

Hon. J. P. BENJAMIN,
Secretary of State.

[Enclosure.]

KEY WEST, FLA., *March 7, 1863.*

SIR: I have to report for the information of the committee that the screw steamship *Peterhoff*, Captain Jarman, left Falmouth for St.

Thomas and Matamoras on the evening of 27th January, and after four and one-half days of rough weather and heavy seas in the channel and bay of Biscay the remainder of the voyage was without particular incident until the morning of Friday, the 20th February, when we were boarded by a boat from a small schooner under the Dutch flag, which we took for a pilot boat, but which proved to be otherwise. Shortly after we perceived a steamer approaching us, which, when it got nearer, hoisted the United States flag. The *Peterhoff* had the British ensign flying, and was proceeding on her course for the harbor of St. Thomas, close to the shore of St. John Island. The United States steamer fired a blank charge and then a shotted gun. The shot passed the *Peterhoff* a short distance ahead; we had no sail set at the time, but the engine was immediately stopped. A boat from the United States steamer boarded us while in Danish waters, as you will see from the following crossbearings, taken by Captain J. at the time, 8 a. m.:

Buck Island, W. $\frac{1}{2}$ N.
Hundu [Honda] Island, N. W., distant 2 miles.
Frenchman Cap, S. W. by W. $\frac{1}{2}$ W.

The boarding officer said he came from the U. S. S. *Alabama*. He examined the *Peterhoff's* papers, and allowed her to proceed, declining to endorse his visit and examination on the plea that he had no authority to do so.

The *Peterhoff* remained in St. Thomas Harbor for the purpose of completing her supply of coal till about noon of the 25th February. During her stay Admiral Wilkes, of *Trent* notoriety, arrived in harbor with the U. S. steamers *Wachusett* and *Oneida* and declared publicly here that the *Alabama* should have made a prize of the *Peterhoff*. In going out of the harbor it was found that the engine was disabled, and the ship stood out under easy sail. Outside we saw the U. S. S. *Vanderbilt* coming up under steam; she exchanged signals with the admiral inside, and, as we heard afterwards, was ordered to follow and overhaul us. Between 1 and 2 p. m. she overtook and ordered the *Peterhoff* to be hove to. At 2 p. m. a boat boarded us, the officer remaining below about three-quarters of an hour with Captain J., examining the papers of the ship. He left for the *Vanderbilt*, directing the *Peterhoff* to be kept hove to till his return, which was about 3:30 p. m., when he stated that the papers were not quite satisfactory, and requested Captain Jarman to go on board the *Vanderbilt* with the ship's papers, and saying that he was authorized to say that if Captain J. refused, an armed boat's crew would be sent to take him by force. Captain J. said he held a commission in the royal navy reserve, and had charge of her Majesty's mail for Matamoras, that he would not leave his ship, especially after the threat which had been held out, but that they were welcome to come on board, examine the papers, and search the ship. He repeated this on deck in presence of myself and the other six passengers, who all protested as well as myself, against his leaving the ship. The boat left, Captain J. assuring the officer in charge that the papers were open to the inspection of any officers sent from the *Vanderbilt*, but that he would not allow them to be taken, nor would he leave his ship with them, unless compelled by force to do so.

At 4 p. m. we were boarded by two armed boats from the *Vanderbilt*, and Lieutenant [Ensign] Alexander, U. S. Navy, took temporary charge of the *Peterhoff* till the *Vanderbilt* could communicate with St. Thomas. Captain J. ordered the mate, Mr. Bound, to haul down the ensign, but was prevented from doing so by Lieutenant [Ensign] Alexander, who ordered it to be kept flying. One lieutenant, 1 master's mate, 2 engineers, and 21

armed men were sent on board; one man was sent to the wheel and a United States engineer took possession of the engine room. The *Vanderbilt* left us and immediately steamed back to St. Thomas. Our crew had to stop work and our engineers to discontinue their examination of our disabled machinery. At 7:05 p. m., St. Thomas time, Lieutenant [Ensign] Alexander ordered Captain J., his mate, and all the passengers to go down to the cabin and to remain there, and an armed seaman was placed on guard over us. He said he hoped that he would not keep us long there. No one but the steward permitted to go out of the cabin without asking permission through the sentry. 9 p. m., again boarded by a boat from the *Vanderbilt*. Officer came down into the cabin to deliver a message from Captain Baldwin, U. S. Navy, to Captain Jarman to give up his papers that they might be sent on board the *Vanderbilt*, or that Captain J. would repair on board with them. Captain J. said he would not give up his papers to anyone but the British consul or to his order; that he would not give them up to be taken out of the ship, nor would he leave her himself unless compelled by force to do so; that they were all at his service to be examined on board the *Peterhoff*, and that Captain Baldwin might send him or any number of officers to make the examination. 9:30 p. m., boat came again from the *Vanderbilt*. Officers [came] with Captain Baldwin's compliments and wishes to have the papers of the ship. Captain J. declined to let them go out of the vessel, when the officer, whom we afterwards ascertained to be Lieutenant [Acting Master] Lewis, U. S. Navy, took possession of the *Peterhoff* in the name of the United States and declared that Captain J. was no longer in command and that he and all the passengers were to remain confined to the cabin. Another officer was sent down to demand all arms and ammunition in possession of Captain J. and passengers should be given up, threatening a search in case of refusal. Accordingly several rifles, pistols, and knives were given up and sent on board of the *Vanderbilt*.

About 11 p. m. Captain J. wrote to Captain Baldwin, stating that he considered the capture of the *Peterhoff* an illegal act, as her papers had been examined and passed by the *Alabama* a few days previously, and that [as] he had her Majesty's mails for Matamoros on board requested, that to avoid delay in the delivery of them at their destination, Captain Baldwin would take and deliver them to her Majesty's consul at St. Thomas, so that he might send them on.

At 10 minutes past midnight an officer boarded with a verbal message from Captain Baldwin, who sent his compliments, and that he did not feel authorized to take any part of the freight out of the ship. Next morning, 26th February, the *Vanderbilt* left us, and the *Peterhoff* made sail for Key West, in charge of the prize officers and crew. It was their intention to take us through the Mona Passage, and we had reached Mona Island, when the U. S. S. *Alabama* spoke us, the British ensign being hoisted on the *Peterhoff*. Our voyage since then has been without any incident worthy of record, except that the regulation confining us to the cabin was gradually relaxed. First, four were allowed to go on deck at a time and in a few days all were allowed to share the benefit of the open air, which is so necessary to health in this climate; but our liberty was restricted to the after part of the ship, and an armed marine was stationed night and day at the cabin door.

I have thus far narrated the voyage of the *Peterhoff*, which vessel, loaded with goods not contraband of war, and having had her papers examined and passed in London, Plymouth, and Falmouth, has been fired at and overhauled in Danish waters by the U. S. S. *Alabama*, by which her papers were examined and passed. On leaving St. Thomas

she had the certificate of the acting consul, Mr. Bell, and nevertheless was overhauled just outside the port by the U. S. S. *Vanderbilt*, Captain Baldwin. I have heard from Mr. Lewis, the prize captain, that Captain Baldwin wished to let her go, but was compelled to take possession by express orders from Admiral Wilkes. Thus, by the arbitrary conduct of this individual, a British ship, proceeding from a British port to a neutral port, with a proper cargo, has been seized, her crew removed by superior force, the officers left on board, and seven passengers deprived of their liberty for ten days and guarded by armed men.

S. J. REDGATE.

Captain G. A. HALSTED, R. N.,
Secretary to *Lloyd's*, London.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of arrival at Macao, China, with vessel in need of repairs.

U. S. S. WYOMING,
Macao, February 25, 1863.

SIR: I have the honor to report my return to this place, having left Manila on the 17th ultimo.

I also acknowledge the receipt of your telegraphic dispatch of the 29th December, through the collector of the port of San Francisco.

* * * * *

Yesterday, on removing a tank in the engine room, a considerable leak was discovered about the collar of the outboard-delivery pipe. The pipe being some 3 feet below the water line, to get at it, either for examination or repair, it will be necessary to put the ship in dock. As I consider it prudent to do so, will leave to-morrow for Whampoa for that purpose.

I reported my arrival at Manila by the ship *Rattler*, bound to San Francisco from that place.

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

D. MCDUGAL,
Commander.

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

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of arrival at St. Thomas, West Indies, after vigilant search for C. S. steamers Alabama and Florida.

U. S. S. VANDERBILT,
St. Thomas, February 26, 1863.

SIR: I arrived at this port, having the *Oncida* in company, after a close search of all the coast and harbors of Cuba, San Domingo, Puerto Rico, and the Windward, Mona, and Virgin passages. In the former passage we remained thirteen days, extending our search across the bay of Port au Prince to Cape Tiburon, southwest end of San Domingo, thence to the eastward along that island to False Cape, passing the island of Navassa on our route to St. Jago [Santiago] de Cuba, and from thence around Cape Maysi, east end of Cuba, to St. Nicolas Mole.

* Asterisks denote unimportant and irrelevant matter.—COMPILERS.

After the time I had appointed for the *Santiago de Cuba* and *Ouyler* to relieve us, to coal, I determined to proceed to the eastward, and if the state of the boilers of the *Wachusett* permitted, to reach St. Thomas, learning that the *Florida* and also that the *Alabama* had gone to windward in that direction, my object being to follow them up closely. This we finally accomplished, after two or three repairs on our boilers at sea, occupying us some twelve to fourteen hours each time.

It was fortunate I succeeded in making St. Thomas, as it will enable me to organize a regular search and occupy the points most resorted to by the rebels to waylay our commerce in these seas.

I found here the *Shepherd Knapp*, and after a few days ordered her to proceed on the route by which our homeward-bound merchant vessels pass to the northward of this group, extending to the northward of the Bahamas, snaking the track backward to the eastward. She is well adapted to this service, may be readily disguised, and is competent to contend with either of the rebel vessels. She will sail on the 28th.

With the facts of the capture of the *Jacob Bell*, the Department will be fully informed; I therefore do not deem it necessary to report them.

The fact of the *Florida* having but a few days' coal makes me anxious to have our vessels off the island of Martinique, which is the only island they can hope now to get any coal or supplies at, the English islands being cut off under the rules of her Majesty for some sixty days yet, which precludes the possibility, unless by some chicanery and fraud, the hope of their getting any coal and comfort there; therefore the island of Martinique, it appears to me, to be the only one to which they will attempt to resort, or some out of the way place where they may have appointed for the coal vessels to meet them.

A suspicious vessel with coal left this port some few days ago, but the consul was not informed as to her destination, and did not appear to be aware of the importance of information respecting it; however this is to be regretted, it will not occur again, and he has promised me more vigilance hereafter. It is my wish to follow up these coal vessels to their final destination, when any doubt arises as to their honest character.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Lieutenant-Commander Fleming, commanding U. S. S. Wachusett, in the event of the appearance of C. S. steamers Alabama or Oreto (Florida) off St. Thomas, West Indies.

FLAG-STEAMER WACHUSETT,

St. Thomas, February 26, 1863.

SIR: You will use all dispatch in getting this ship ready for sea. As soon as possible you will get steam on, and keep banked fires, so that at a moment's notice the vessel may be got underway. During my absence the rules and regulations of the ship and squadron will be strictly observed. Mr. Stuart will take charge of all letters and dispatches for me, and have in keeping my effects.

In the event of the *Alabama* or *Oreto* appearing off this harbor, or being in this vicinity, you will lose no time in pursuing them, and in case any suspicious vessels should cruise off the harbor, or leave this anchorage, you will be prompt in overhauling them, returning to this anchorage at once. Captain Hazard will be left as senior officer, to whom all matters of moment will be referred.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Lieutenant-Commander C. E. FLEMING,

U. S. S. Wachusett.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Captain Hazard, U. S. Navy, commanding U. S. S. Oneida, as senior officer in command.

FLAG-STEAMER WACHUSETT,

St. Thomas, February 26, 1863.

SIR: You will complete the repairs on the *Oneida's* boilers as soon as you can and take in all the coal you need with as little delay as possible, and be prepared to leave port at a moment's notice.

The *Alabama*, Commander Nichols, is expected hourly; as soon as she arrives she will take in a supply of coal, if needed, and be prepared for sea at once. Should any information be received of the whereabouts of the *Alabama*, or *290*, or *Oreto*, you will take the *Alabama*, Commander Nichols, in company with you, in pursuit. I enclose orders to Commander Nichols to accompany you.

You will make a cruise among the Caribbee or Windward Islands, stretching as far north and south as your judgment may suggest, based upon information you may obtain from our commercial agents, having in view the capture of the rebel vessels *Alabama*, or *290*, and *Oreto*, with special reference to their supply coal vessels.

I call your attention to the importance of a careful reconnoissance of the various ports in this vicinity where coal can be procured, as being the points most likely to fall in with [the] vessels we are in pursuit of, likewise those places where they are likely to resort to supply themselves from their coal vessels, such as Blanquilla, north of Margarita.

You will be careful to keep these orders, and all information you may obtain, strictly confidential, as it is absolutely necessary to secure success. You will acquaint Commander Nichols with the nature of your instructions and appoint such a rendezvous in case of separation as will enable you to meet without loss of time, bearing in mind that your united action will be most effective. You will be able to coal at Martinique, Guadeloupe, Curaçao, etc. Should you require money you will obtain it on requisition from the paymaster of this ship. Should you depart on a cruise you will leave a communication for me, stating the object of your cruise and the route you intend to pursue, and probable time of absence from this port, where you will find me and orders.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Captain S. F. HAZARD,

Commanding Steamer Oneida.

[Enclosure.]

— FLAG-STEAMER WACHUSETT,
St. Thomas, February 26, 1863.

SIR: You will fill up with coal if needed, without delay, and be ready to leave port at a moment's notice.

You will communicate to Captain Hazard, commanding the *Oncida*, all the information you possess in relation to the rebels, and be prepared to act with him, and as he may direct, in pursuit of them.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander E. T. NICHOLS, U. S. Navy,
Commanding U. S. S. Alabama, West India Squadron.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Acting Volunteer Lieutenant Eyttinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to cruise in search of U. S. steamers Alabama and Oreto (Florida).

FLAG-STEAMER WACHUSETT,
St. Thomas, February 26, 1863.

SIR: On Saturday, at noon, you will proceed to sea with the vessel under your command and cruise between longitude 60° W. and the Abaco, outside of all the islands, embracing in your field a scope northward and eastward far enough to cover the route of vessels bound to the United States from Rio, etc. In this direction the rebels *Alabama*, or *290*, and *Oreto*, as well as vessels intending to run the blockade, will likely be found, and you will do your utmost to capture them.

I call your attention to the necessity of keeping your instructions and all information you may receive in relation to the rebels strictly confidential. You will return to this port in thirty-one days, when you will find me or orders.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Actg. Vol. Lieut. Comdg. H. S. EYTINGE, U. S. Navy,
*Commanding U. S. Bark [Ship] Shepherd Knapp,
West India Squadron.*

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, of cruise from November 6, 1862, to February 26, 1863, and the capture of British brig Magicienne.

U. S. SHIP ONWARD,
Boston, Mass., February 26, 1863.

SIR: In obedience to your orders* of October 29, I proceeded to sea the 6th [November], and after cruising off the Banks of Newfoundland for a few days, I sailed direct for the Western Islands, arriving at Fayal on the 23d, where I fell in with the U. S. steam sloop *Tuscarora*. On the 25th, under instructions† from Commander Craven (a copy of

* See Vol. I, p. 523.

† See Vol. I, p. 575.

which I have heretofore forwarded to you), I sailed for Falmouth, England, and, after looking into the principal ports of the Western Islands on my way, arrived there on the 6th December.

On the 12th, I sailed from Falmouth for Madeira, where I arrived on the 23d. From there I sailed again on the 28th, and, after looking into the ports of the Western Islands, arrived at Fayal on the 9th of January.

Here, learning that the pirate *Alabama* was cruising among the West India Islands, I left on the 12th January for the southern route, and on the 17th January called at Madeira for coal and water, the latter being so poor at Fayal that we could not use [it]. On the 22d January we left, and on the 29th boarded the British brig *Magicienne*, and finding her loaded with a cargo of stores, which, in my opinion, are all intended for the rebels, seized her and sent her, in charge of Acting Ensign Henry P. Conner, to Key West for adjudication, the particulars of which I have sent you. I placed on board the brig the captain, mate, and one of her men; the balance of her crew, six in number, I have on board waiting for orders from the Department for their disposal. I then made sail, and after boarding everything suspicious on our way, arrived here to-day.

Respectfully, your obedient servant,

J. F. NICKELS,

Acting Volunteer Lieutenant, Commanding U. S. Ship Onward.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to the Secretary of the Navy, transmitting correspondence with the U. S. minister at Lisbon, Portugal, regarding United States vessels in Portuguese harbors.

U. S. STEAM SLOOP TUSCARORA,
Madeira, February 26, 1863.

SIR: I have the honor to enclose to you copies of two notes, received on my arrival here to-day, from Mr. Harvey, both under the same enclosure, and dated 13th instant. I also send you a copy of my reply, which I doubt not will meet your approval.

It appears that British intrigue is endeavoring to procure from Portuguese Government the same restrictions as to their ports as have been adopted by the Government of Great Britain. The history of this may be traced to two sources—the one on the part of a man who hopes to get the consulship of Funchal, the other the Confederate coal agent here, whose sales have been reduced by my visits to this island, in consequence of which most of the steamers in rebel service go elsewhere for coal.

I should also mention that one of the steamers recently watched here by me landed a quantity of arms, which are now stored in the custom-house at Funchal. I therefore presume that that party claims to have ground of complaint against my course here.

The questions proposed by Mr. Harvey are of too great moment for my action, as I can not believe the Government would sanction any opinion on my part of the belligerent right of search or any departure from established maritime rights.

It is true we should be somewhat inconvenienced by being restricted in the use of the Portuguese ports, but that is a matter of trifling conse-

quence compared with the quasi condition imposed, a condition, indeed, which would render the further presence of our cruisers on the European coast useless.

I intend remaining here a few days in expectation of the arrival of the privateer *Georgiana*,* from Holyhead.

The rebel agents are actively equipping vessels in England, and now have a vessel in the Clyde, said to be superior to the *Alabama*, and nearly completed.

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

T. AUGS. CRAVEN,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

LEGATION OF THE UNITED STATES,
Lisbon, February 13, 1863.

SIR: There are reasons of public importance why the visit and search of vessels under the British flag, and suspected of illegal destination, which may touch at the island of Madeira should be avoided by you for the present. I therefore advise you to that effect, and I would, in connection with this counsel, recommend at least a temporary absence from that island.

I am, respectfully,

JAMES E. HARVEY.

Commander T. AUGS. CRAVEN,
U. S. S. *Tuscarora*, Funchal, Madeira.

[Private.]

LISBON, February 13, 1863.

MY DEAR SIR: I may say to you confidentially, in connection with the enclosed official communication, that I have reason to fear, if your visits and searches are persisted in, that the Portuguese ports will be closed against us. The British Government concedes that your visit to the *Thistle* was legally made, but a question is raised under international laws, and with some force, whether, in the exercise of the belligerent right of search, the ports of a neutral nation may be used by a vessel of war to lie in wait, going out frequently and returning, for the purpose of enforcing that right. Neutral, so called, commerce claims to be injured by this practice on our part, and its representations here may be injurious in a matter of serious consequence just now. Hence, as nothing appears to have been gained thus far by this search, I have considered it prudent, for public reasons, that it should be discontinued, at least to the extent of going in and out of Funchal. Of course, there is no objection to your cruising near by, if you deem it necessary, but even then it would be better not to be within eye reach of the marine league.

Every pretext is seized upon to embarrass us, but we must not on that account allow our equanimity to be disturbed, or suffer ourselves to sacrifice important benefits. I feel assured that you will enter into the spirit of what I have written and govern yourself accordingly.

Very truly,

JAMES E. HARVEY.

Captain CRAVEN.

* Commanded by Geo. T. Sinclair, late Lieutenant, U. S. Navy.

U. S. STEAM SLOOP TUSCARORA,
Madeira, February 26, 1863.

SIR: I have this day received your two notes of the 13th instant, the one marked private being apparently in explanation of the other.

In the discharge of my duties to my country, I can not feel justified in abating one iota of our maritime rights, and in my judgment the threatened restrictions as to Portuguese ports are of much less consideration than that of yielding the belligerent right of search, and if we show any appearance of weakness in the matter, we shall have to submit to further encroachments, until finally humbled to the dust. I have referred both of your notes to the honorable Secretary of the Navy, under whose orders I serve.

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

T. AUGS. CRAVEN,
Commander.

Hon. J. E. HARVEY, *U. S. Minister, Lisbon.*

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the overhauling of H. B. M. S. Cygnet in the search for O. S. S. Oreto (Florida).

U. S. S. RHODE ISLAND,
Off Cape Maysi, Cuba, March 2, 1863.

SIR: I have the honor to report that on the morning of the 27th ultimo, between 8 and 9 a. m., in the Old Bahama Channel, latitude $22^{\circ} 53'$ N., longitude $78^{\circ} 40'$ W., steering E. S. E., the *Santiago de Cuba* in company, 3 or 4 miles distant, we made a three-masted vessel to the eastward of us, some 7 or 8 miles distant, and standing to the northward and westward. We gave chase at once, and soon after made her out to be a bark-rigged steamer of a very suspicious character, and apparently running for, with the view of crossing, the Great Bahama Bank. The pressure of steam was increased and our course altered so as to cut her off, prevent her reaching the bank, and continue the chase seaward. As we gained upon the stranger, she appeared to increase her steam and to steer more directly for the bank.

As we approached her we hoisted our ensign (she having previously shown the English red ensign and pennant), and discharged a blank cartridge from the howitzer expressive of a wish to communicate. The steamer still continuing her course, and we at this time running along the edge of the bank, I directed a shot to be fired a long distance ahead of her, and had a boat manned in readiness to lower, as soon as the steamer stopped.

Soon after this, and when about a mile distant, the chase stopped, and lowered a boat, which, as we neared her, shoved off, carrying the English ensign and pennant. The boat conveyed the commander of the vessel on board the *Rhode Island*, and reported his vessel to be H. B. M. S. *Cygnet*, cruising, to whom I expressed my regrets that we had not been fully satisfied of the true character of his vessel until he had lowered the boat and made arrangements to board us, or the shot would not have been fired across the bows of his vessel; that I had a boat in readiness to lower to proceed on board, and the officer instructed that if she proved to be a vessel of war to apologize for the shot being fired.

From the general description that I had of the *Oreto*, knowing that she frequently displayed the English red ensign and pennant, and that all the British vessels of war I had fallen in with carried the blue

ensign, the flag worn by the admiral commanding this station, I felt sanguine that it might be her, and determined to use every means within my power to prevent her escape.

Commander [Walter S.] de Kantzow, of the *Cygnets*, appeared to be perfectly satisfied with the explanation, but said he would be obliged to report the circumstance to his commander in chief.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

Letter from Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, to Acting Rear-Admiral Wilkes, U. S. Navy, informing him of receipt of orders to return to Western Gulf Blockading Squadron.

U. S. S. R. R. OUYLER,
Havana, March 3, 1863.

DEAR ADMIRAL: I have had a tedious time with the machinery of this vessel, and just as I have finished and prepared to join you, I learn upon my arrival here that orders were sent over to Key West last night for me, from Admiral Farragut, to return to my blockade duty in his squadron. These I have been looking for, since his force has been somewhat diminished by the affair off Galveston and Sabine. So I must retrace my steps and bid you good-bye for the present, hoping that you have been more successful than myself.

You have a valuable acquisition in the *Rhode Island* and *Vanderbilt*; both are faster than the *Cuyler* and will do good service.

We want a vessel off Nassau all the time; there are continual arrivals there from Charleston.

Walker, in the *De Soto*, has been sent on the south side of Cuba, and it unfortunately so happens that both the *Octorara* and *Tioga* were coaling at Key West when I left.

The *National Guard* has been depleted and Admiral B[ailey] was thinking of sending her north for coal and provisions; better this than she should lay idle.

Very truly, yours,

GEO. F. EMMONS.

Acting Rear-Admiral CHARLES WILKES,
Commanding Flying Squadron, West Indies.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of intended search for C. S. steamers Alabama and Oreto (Florida).

U. S. S. RHODE ISLAND,
St. Nicolas Mole, San Domingo, March 4, 1863.

SIR: * * * I intend leaving this place to-day in company with the *Santiago de Cuba*, to cruise after the *Alabama* and *Oreto*.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, of the examination of British steamer Peterhoff.

U. S. S. ALABAMA,
St. Thomas, March 5, 1863.

SIR: The following is an account of my late cruise: On the evening of the 19th ultimo, a Danish bark arrived, bringing the officers and crew of the American ship *Jacob Bell*, destroyed by the Confederate privateer *Florida* on the 12th ultimo, in latitude 24° 01' N., longitude 65° 58' W. The captain of the *Jacob Bell* stated that, when he left the *Florida* on the evening of the 17th, she was under canvas, steering to the southward. At daylight on the 20th ultimo, I went to sea, having arranged with Lieutenant Commanding Baldwin to meet me with the *Vanderbilt* off St. Pierre, Martinique.

Soon after leaving St. Thomas, I discovered a steamer coming down along the land from the eastward; headed for her and showed my colors; fired two shots, one astern and one ahead of her, when she hove to. Sent Acting Master Billings on board to examine her papers, etc. She proved to be the British steamer *Peterhoff*, from London via Falmouth for Matamoras, and bound into St. Thomas for coal.

Her captain produced to Mr. Billings a sealed manifest and other papers, and a certificate from U. S. Consul Croskey that his cargo contained nothing contraband; he also produced a commission as a lieutenant in the British navy. I met the *Vanderbilt* on the morning of the 22d ultimo off St. Pierre, Martinique, when, after communication with Lieutenant Commanding Baldwin, we decided to look up the islands to the northward, and separated for that purpose, arranging to meet the following morning off Guadeloupe. I anchored in Prince Rupert Bay, Dominica, on the afternoon of the 22d, intending to remain until midnight.

The health officer came off, and, learning that I had communicated with St. Pierre, placed the vessel in quarantine. A few minutes before 6 p. m. I received a communication, of which I enclose a copy,* and also a copy of my answer. Not having a copy of the proclamation, nor indeed any document or book of laws to refer to, and deeming it better to refer the matter to the Government rather than ignorantly to enter into a correspondence with a petty official, I contented myself with sending the enclosed answer and sailed for the rendezvous, where I met the *Vanderbilt*, and we again separated to meet in the Mona Passage. I then visited Sombrero, coasted the north shore of Puerto Rico, touched at Aguadilla and Mayaguez on the west end of the island, and arrived at Mona Island at 6 p. m. on the 26th, cruised around during the night, and at 11:30 a. m. of the 27th fell in with and spoke the *Peterhoff*, bound for Key West, a prize to the *Vanderbilt*. From her I learned that the *Vanderbilt* was at St. Thomas and that you were also there. Deeming it no longer necessary to wait for the *Vanderbilt*, I proceeded to San Domingo City, and when within 3 miles of the place made a sail to the southeast, apparently a steamer. Spoke an English schooner just out from San Domingo, and learning from her that there was no news of any privateers, I hauled off in chase of the vessel to the southeast, which proved to be H. B. M. S. *Ariadne*. Being nearly out of coal, I shaped my course for St. Thomas, where I arrived on the morning of the 3d of March with only about 30 tons of coal remaining. On

* See p. 96.

the morning of my arrival, James Dallas, whom I had taken on board at Curaçao in distress, died. I have had him buried on shore, and approved the bill (\$14) for funeral expenses.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron.

NAVY DEPARTMENT, March 6, 1863.

SIR: Order the *Oneida* and the *R. R. Cuyler* to return immediately to Rear-Admiral Farragut, or you may retain the *Cuyler* and send one of your double-end vessels instead.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron, Havana, Cuba.

Report of Captain Hazard, U. S. Navy, commanding U. S. S. Oneida, of the reported presence of C. S. S. Florida (Oreto) at St. Thomas, West Indies.

U. S. STEAM SLOOP ONEIDA,
St. Thomas, March 6, 1863.

SIR: In consequence of two of the *Oreto's* officers having been seen in St. Thomas on March 1, and as it was reported to me on the 3d by the American consul that the *Oreto* had been seen north of this island, I hired a pilot and immediately went in pursuit of the pirate, the American consul accompanying me. After a thorough search among the keys of this island, visiting Tortola, Anegada, Sombrero, Dog Island, Anguilla, Marigoth, on the island of St. Martin, and the southern part of it belonging to the Dutch, I returned to this place to-day without seeing or receiving any information of the *Oreto*.

I delivered your dispatches to the *Shepherd Knapp* and *Gemsbok*, as directed. The latter vessel had to purchase a spar for a main topgallant mast here, also water, as she had only 1,000 gallons of water on her arrival.

I have the honor to be, your obedient servant,

S. F. HAZARD,
Captain.

Acting Rear-Admiral CHARLES WILKES,
Commanding U. S. Naval Forces.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the friendly attitude toward the C. S. S. Florida of British officials in West Indian ports.

U. S. FLAG-STEAMER VANDERBILT,
Barbados, West Indies, March 7, 1863.

SIR: A few hours before I joined the *Vanderbilt* I learned that the *Florida* had been left at Barbados by an American brig, and was to

take in coal and supplies and sail within twenty-four hours. Although I did not expect to hear of her visiting an English port in less than thirty days after having coaled at Nassau, I felt satisfied that the statement of the captain of the brig was to be relied upon. The *Wachusett* and *Oneida* being under repairs and coaling, I lost no time in joining the *Vanderbilt*, on board of which vessel I immediately shifted my flag and passed around Puerto Rico to the Mona Passage, to meet the *Alabama* at the place appointed by Captains Baldwin and Nichols as a rendezvous. Thence we made all haste for the island of Guadeloupe, Pointe à Pitre, but they had no news of the *Florida* at Barbados. We then passed along Dominica, and also Martinique, communicating with the latter, and thence direct to this island, where I was informed by our consul, Mr. Trowbridge, of all the circumstances under which the *Florida* had been permitted to enter and coal by the permission of the governor of the island. Mr. Trowbridge had made a strong protest to the governor against the *Florida* being permitted to take in coal and repair. He has forwarded the protest, as well as the result of his interview, which the governor sought, to the Secretary of State, which I presume you will have received ere this dispatch reaches you. I immediately determined to call upon the governor, and sent on shore to ask the hour he would receive me. I was courteously received. At the interview I stated to him the facts as to the *Florida* having coaled at Nassau, and my surprise that he should have permitted such an infraction of her Majesty's rules, established for the belligerents. He at first said he had no discretion in the matter, and as he had before given permission to the *San Jacinto* to coal and repair, without enquiry, he had done the same in the case of the *Florida* when it was asked of him. The news of the coaling of the *Florida* at Nassau, became public two days after she left, but I was credibly informed, coming, indeed, from one of the governor's council, that the governor had stated, before the council that he had information of it when the *Florida* arrived. Maffitt received a welcome from the governor and his hospitality. He, Maffitt, informed the governor of his cruise, of the destruction of the *Jacob Bell* and other vessels, of which he boasted; gave out that it was his intention to depredate on our commerce, not in this vicinity, but at some thousands of miles distant.

The governor's answers to my interrogatories were cautious, and at times confused, particularly when I enquired into his reasons for not making an investigation into the facts of the *Florida*, when his attention had been specially called to it by the protest of the American consul, our only representative at this island. He at last said it was deemed by him to be no part of his duty. Throughout the whole interview with him he seemed nervous and uneasy.

In the conversation he told me that since the *Florida* sailed he had dispatched circulars to all the islands in the West Indies relative to the *San Jacinto* and *Florida* having coaled at his island, but on enquiry if Nassau and Bermuda had been included, he applied to his secretary, who answered him in the negative; at which I expressed my surprise, as they were the two most important points, and furnished the largest trade in contrabands and were strong sympathizers with the rebels. I endeavored to press upon him a reply to my question, if he had not received information of the *Florida's* coaling at Nassau, for I was satisfied that such had been the case, and that Maffitt had brought letters and dispatches for him or others connected with the Government, from Nassau, as there was no other way by which he could possibly have obtained information. Finally I said to him that I should address him

a dispatch that p. m., and would request a prompt answer to it, as I intended to leave the port at the expiration of the allotted time of her Majesty's rules. This I did, and herewith enclose a copy of it, together with the governor's reply, which will give you the demand I made upon him, and his evasive answer, our consul, Mr. Trowbridge, Captain Baldwin, of the *Vanderbilt*, and Lieutenant Todd, my flag lieutenant, being present.

Maffitt gave out that he was from Mobile, making no mention of having made a visit to Havana.

There evidently has been a connivance between the governor of Nassau and the governor of this island by letter or dispatches brought by Maffitt himself, and which admitted him to coal, etc., in direct violation of her Majesty's proclamation and rules. After the receipt of the governor's dispatch I deemed it not worth while to ask any extension of the rules, to stay and answer it, or to enter into any argument as to his course in aiding and abetting the rebels, as I well knew it would not result in anything; but in this case the sympathy and aid has been carried further, and with an audacity that was not to be expected of any official of her Majesty, excepting Governor Bayley, of Nassau, who has so identified himself with the contraband trade that it has become almost a byword.

I flatter myself that my visit will be of some service in arresting this aid and comfort to the rebels, preventing in future the infraction of the rules of her Majesty. Since I have been in command of this squadron, not a single pound of coal has been taken from a British port, nor have any of the vessels been permitted to enter or anchor off their ports, yet we have maintained a strict watch over these localities. It would be greatly to the advantage of our operations if the British Government would establish a mode by which the information could be more rapidly conveyed to the several islands of the rebel vessels coaling at their ports. There is no difficulty in their doing it, for they have increased their force very much in the West Indies of late, and the information could be very readily sent by their small men-of-war. If it is not done by them, I shall manage to inform our consuls of the fact of their being supplied, although it will inconvenience my operations somewhat.

The *Gemsbok*, agreeably to my orders, reported to me at St. Thomas, having exchanged her stone ballast for that of coal at Key West, which I intend to have as a reserve, in case of need, to supply the vessels, should it be necessary, at some distant point. In the meantime she was ordered to take up the line of cruising of the *Shepherd Knapp*, on the route of the homeward-bound vessels, prepared to use such disguises as her commander might think fit to deceive the rebel vessels.

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

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

U. S. FLAG-STEAMER VANDERBILT,
Carlisle Bay, Barbados, March 6, 1863.

SIR: In our interview this morning I had the opportunity to state to you the object of my visit to this island, viz, to enquire into the infraction of her Majesty's orders relative to the admission of the rebel privateer, the *Florida*, Maffitt, commander, into this port, being permitted to take in a supply of coal, after having obtained a full supply (160 tons)

but thirty days since at Nassau, on January 27, 1863, of which fact I presumed your Excellency must have received notice, if not officially, at least through the public prints, and the avowal on the part of said Maffitt, while in this harbor, that he had done so, and had destroyed various American merchant vessels whilst pursuing their lawful voyages on the high seas, and that he intended to depredate on the same again, on leaving this port, though not in this immediate vicinity.

The language of Earl Russell's dispatch, her Majesty's secretary of state for foreign affairs, to the Duke of New Castle, her Majesty's secretary of state for the colonies, dated 31st January, 1862, seems to be explicit on this point, and I take the liberty to call your attention to the part which particularly refers to it, viz:

No ships of war, or privateer, of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, to take in any supplies, except provisions and such other things as may be requisite for the subsistence of her crew, and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination; and no coal shall be again supplied to any such ship of war or privateer in the same, or any other port, roadstead, or waters subject to the territorial jurisdiction of her Majesty without special permission until after the expiration of three months from the time when such coal may have been last supplied to her within British waters as aforesaid.

In the conversation this morning I understood your Excellency to say that you had given your permission without any enquiry as to whether the said privateer *Florida* had obtained any supplies elsewhere or not, although your attention was called to her suspicious character by the U. S. consul at this port, under protest, that she had and was about to use the supply offered to her of coal to depredate on the commerce of the United States, which supply was clearly intended by the above dispatch of Earl Russell only to enable her to reach a home port, and that it was not to be expected that you should institute any such enquiries.

The knowledge of the depredations of the *Florida* had become known to the inhabitants of Bridgetown, and mentioned in the protest of the U. S. consul, and I could not avoid surprise to learn from your Excellency that no investigation had been ordered, by which the facts would have been elicited, and action taken on them by which an infraction of her Majesty's regulations was then taking place, and been proved. Your Excellency's excuse that you had received no official communication from the governor of Nassau of the fact of her visiting that colony, for not stopping and denying the *Florida* coal and supplies; I scarcely believe will be deemed satisfactory to yours or to my Government. The United States are endeavoring to act up to, and carry out the literal construction of her Majesty's rules prescribed for the belligerents, and it can not but seem to you, that with this desire, and reposing full faith in all of her Majesty's officers, who are bound to carry out these rules in their spirit and literal construction, that my Government should deem this act of supplying a rebel privateer with aid to carry out her nefarious operations against its commerce when passing on the high seas, at some thousands of miles distant, as your Excellency stated said Maffitt had informed you was his intention, without which aid the rebel privateer would have been comparatively harmless, and when apprised of his intention, without any action on your part of examination and enquiry, was both untoward and unfriendly.

Having stated these facts, I have to request your Excellency will afford me the opportunity of laying before my Government the circumstances under which the *Florida* was permitted to take in a supply of

coal and provisions to continue her cruise and operations, after having so recently coaled and provisioned at Nassau, one of her Majesty's colonies in the West Indies, ample time having been afforded (some thirty days) for the information to have reached this island and government; and if any cause existed why an investigation was not instituted after the letter to your Excellency was received from the U. S. consul, the resident official of my Government at this island, when the *Florida* was lying in these waters under your jurisdiction.

I take this occasion to express to your Excellency my thanks for your kind offer of aid and assistance. Being in want of nothing, we shall take our departure on the expiration of the limit assigned in her Majesty's rules, by which time I hope to receive your Excellency's reply to this dispatch, and,

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

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

His Excellency Governor WALKER, etc.,
Barbados and Adjacent Islands.

GOVERNMENT HOUSE,

Barbados, March 7, 1863—10:35 a. m.

SIR: I have had the honor this moment to receive your Excellency's letter of yesterday's date, with a verbal intimation to the effect that you are to sail at 11 o'clock.

Even if time permitted, I doubt very much whether it would be desirable to enter into correspondence with your Excellency upon the points adverted to in your communication, beyond repeating the assurance which I have already conveyed to you personally of my desire to carry out most faithfully the instructions which I have received from her Majesty's Government as to the observance of a due neutrality during this painful struggle, and that in sanctioning the coaling here of the *Florida* I did no more than what I had sanctioned in the case of the U. S. steamer of war *San Jacinto*.

It will of course be my duty to forward your representation to her Majesty's Government, to whom I had already reported the fact of the *Florida*, as well as the *San Jacinto*, having been allowed to repair and coal here.

I have the honor to be, sir, your Excellency's most obedient and humble servant,

JAS. WALKER.

His Excellency [Acting] Rear-Admiral WILKES,
*Commander in Chief of the United States Naval Forces,
West Indies, U. S. S. Vanderbilt.*

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, regarding convoy of mail steamers.

U. S. S. CONNECTICUT,

Bay of Aspinwall, New Granada, March 8, 1863.

SIR: I respectfully inform the Department that we continue to act as convoy to the mail steamers. Thus far I have been able to keep the ship ready to perform the duty, but I anticipate some difficulty as regards coaling in time to sail with the steamer that is to leave here on

the 15th instant. The *Champion* did not arrive until the night of the 5th; sailed on the 8th to convoy her, agreeable to orders. It will be the night of the 14th before we can arrive at Aspinwall.

* * * * *

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

Report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, of arrival off Mobile, Ala., for duty in Western Gulf Blockading Squadron.

U. S. S. R. R. CUYLER,
Off Mobile, March 9, 1863.

SIR: I reached this station to-day, agreeable to your orders of February 20, a notification of which I first learned at Havana, on the 4th instant, and received triplicate orders to the same effect from Admiral Pailey, at Key West, on the following day, leaving there the same evening.

During my absence I have received supplies from Admiral Wilkes's squadron, and have drawn \$3,000, to meet expenses, from the U. S. marshal at Key West, negotiating a bill on the Navy Department at par—paper money. I have lost 4 men by desertion and 1 by sentence of court martial, and gained 2 by enlistment, leaving me some 15 short.

Since my last communication I have not heard anything reliable in regard to the rebel privateers, except that the schooner *Retribution* had put into Nassau and been condemned as unseaworthy. Admiral Wilkes was daily expected at Havana, in company with the *Oneida*, when I left. The Confederate steamers *Herald*, *Stonewall Jackson*, and *Alice* (*Matagorda*), all iron side-wheel boats, were fitting out in Havana to run the blockade, and from all I could learn they were receiving not only sympathy but material aid from the Spaniards.

I left the *Colorado* (Goldsborough) coaling at Key West, to follow here in a few days. If, after her arrival, this vessel can be spared here, I think I can intercept some of these blockade runners to the southward of this, or perhaps intercept anything that may have run out past the squadron at night.

I am, respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron, New Orleans.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding affairs on that station.

U. S. FLAG-STEAMER VANDERBILT,
Pointe à Pitre, Guadeloupe, March 12, 1863.

SIR: On our return from Barbados we stopped at this island to obtain a supply of coal and to meet the *Oneida* and *Alabama*, which vessels had been directed to call off this port on a cruise I had marked out for them to make among the Windward and Leeward islands as far as Curaçao, visiting Blanquilla, the Testigos, and other places where it is probable the *Alabama* and *Florida* may order the coal vessels, to obtain

supplies from them, and as it is about time they would require such supplies, particularly the former. We have received no news of her since she was at San Domingo City on the 31st January.

The day after we reached this port the *Oneida* and *Alabama* joined, having visited all the islands to the northward, including Sombrero, on their way from St. Thomas, where the *Wachusett* was left to watch two contraband runners direct from England, who had gone in there to refit, and thus put themselves in condition to run the blockade. One of them, the *Peterhoff*, which was made prize of by the *Vanderbilt*, as I have apprised you, after she left St. Thomas. This steamer is mentioned on the list of suspected vessels, as are also the *Aries* and *Pet*. I trust the *Wachusett* will be able to capture them on their exit from the port. She may carry steam for twenty-four or thirty-six hours and be able to do good service here as a guard ship in breaking up this nest of contraband runners who have made St. Thomas of late their rendezvous. I think her presence there, together with the visits of the other vessels, will have the effect to arrest their operations. Besides this, St. Thomas is a port so central and visited by all the steamers from the various islands, that the news is received some days earlier and the chances are very much in favor of learning the whereabouts of the rebel privateers in time to capture them.

On the arrival of the *Oneida* at this port the health of Captain Hazard was reported to be such as to preclude his attending to any duty. I therefore felt compelled to order a medical survey on him, which resulted in his being reported unfit for duty, and recommended his going North. I enclose herewith the report relative to his case. This obliged me to place the *Oneida* under the temporary command of Lieutenant W. N. Allen, the first lieutenant of the *Oneida*, and to associate him with Commander Nichols, of the *Alabama*, for the intended cruise. As above stated, they would take in some coal and sail forthwith.

I have not, perhaps, expressed to the Department, as yet, the utter futility of the employment of one vessel in the search after these rebel pirates. There is no port in or adjacent to these islands that a vessel can not easily escape from one of our cruisers, and it must have been evident to the Department that such is the case, from the experience that has been afforded in the case of the *Iroquois* and *San Jacinto*, etc., particularly when the larger part of the population, pilots, etc., are all in sympathy with the rebels. With two vessels I consider the chances are quadrupled, but yet these roadsteads are so open, the land so high, that in dark nights it is next to impossible to keep up that strict lookout so necessary without a cordon of boats, acting as vedettes, to prevent escape.

I regret to say that the health of Commander Nichols is also seriously impaired by continued attacks of ague and fever, but he is not disposed to seek any relaxation from his duties. The cruise of the *Alabama* and *Oneida* will extend to six weeks, and orders are given them that in case they should get reliable information of the rebel vessels to at once go in pursuit.

I shall proceed to-morrow in the *Vanderbilt* to St. Thomas, and thence proceed to The Havannah, where I hope to meet an increase of force, as I have yet many points which it is very desirable to occupy.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of arrival at Cape Town, Africa, and transmitting correspondence with the port captain at that place.

U. S. SHIP JAMESTOWN,
Cape Town, March 13, 1863.

SIR: I have the honor to inform you of my arrival at this place on yesterday. I saw but few vessels in the passage over from the La Plata, and no American. The ship *Roberta*, formerly of Richmond, has not been heard of at this place. I shall leave to-morrow for the China Sea, the authorities here refusing me permission to remain longer, as the enclosed communication will show.

A draft for £500 has been drawn here on Baring Brothers & Co., by the paymaster of this ship to save a loss in the payment of bills in either American gold or ounces of Chile or Peru; which we have.

I am, very respectfully, your obedient servant,

CICERO PRICE,
Captain.

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

[Enclosures.]

POST-OFFICE,
Cape Town, March 13, 1863.

SIR: Herewith I beg to enclose for your information a Government gazette containing a proclamation respecting the arrival and departure of Federal or Confederate vessels of war at the ports of this colony, and I now beg to inform you, in terms of said proclamation, that you must proceed to sea within twenty-four hours from the receipt of this notice.

I have the honor to be, sir, your most obedient servant,

J. P. WILSON,
Port Captain.

C. PRICE, Esq.,
Comdg. U. S. Corvette *Jamestown*, lying in Table Bay.

U. S. SHIP JAMESTOWN,
Table Bay, March 13, 1863.

SIR: I have to acknowledge your communication of the present instant, and to say that I shall leave this port as soon as the wind serves after to-morrow noon, having in the meantime obtained the necessary supplies and dispatches which brought me here.

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

CICERO PRICE,
Captain.

J. P. WILSON, Esq.,
Port Captain.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the capture of the English schooner Florence Nightingale.

U. S. S. OCTORARA,
At Sea, March 13, 1863.

SIR: I have the honor to report that we this day seized in the North East Providence Channel, in latitude about 25° 21' N. and longitude

about 77° 06' W., the English schooner *Florence Nightingale*, of 120 tons burden, with a cargo of 120 bales of cotton.

Her certificate of British registry is the only paper found on board. At the time of capture the U. S. S. *Tioga* was in sight. I send her to Key West in charge of Acting Ensign J. H. Wiley for adjudication. Three of the six persons on board are natives of the United States, as follows: D. A. Modden, of Baltimore, master; Henry Taylor (mulatto), of Georgia, steward; and William Hone, born in New York and resides in Georgia, a passenger.

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

N. COLLINS,
Commander.

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

Report of Commander Olary, U. S. Navy, commanding U. S. S. Tioga, of having assisted the U. S. S. Octorara in the capture of English schooner Florence Nightingale.

U. S. GUNBOAT TIOGA,
At Sea, Lat. 25° 23' N., Long. 77° W., March 13, 1863.

SIR: I have the honor to report the capture, or being in company of U. S. gunboat *Octorara*, Commander Collins (E. N. E. of New Providence, Bahamas), at the time of the capture of the English schooner *Florence Nightingale*, of 120 tons, Martin, master, registered Nassau, but no other papers.

The captain stated that he was from Matamoras, Mexico, bound to New York, with 120 bales of cotton on board; that he had been driven north to latitude 29° and longitude 80° W., and was going to Nassau for provisions at the time of the seizure. We made the schooner coming down from the north off Abaco, and the winds had been E. S. E., S. E., and N. N. W. to N. E., the latter fresh, the two or three days previous to our falling in with her. Captain Martin further reports that his vessel caught fire; that his papers were burned; that he had lost his mainsail and main boom at the same time. To us it appeared as if he had been fired at, or aground, and a portion of his cotton been thrown overboard. The captain and supercargo were evidently from Georgia.

I have directed the prize master, Acting Ensign Wiley, to take charge of the schooner and proceed to Key West, Fla., to await adjudication. Commander Collins also advised the Department of the capture, forwarding prize crew list.

Very respectfully, your obedient servant,

A. G. OLARY,
Commander, U. S. Navy.

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

P. S.—Since the capture of the *Florence Nightingale*, Captain Collins has secured another prize, the schooner *Five Brothers*, from Brunswick, Ga., the captain of this last schooner recognizing the supercargo of the *Florence Nightingale* as an old acquaintance from Savannah.

Seizure of the schooner J. M. Chapman, supposed to be a Confederate privateer, at San Francisco, Cal., March 15, 1863.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron.

U. S. FLAGSHIP LANCASTER,
Callao, Peru, April 30, 1863.

SIR: I have the honor to inform you that on March 15, while the U. S. ship *Oyane*, under the command of Lieutenant-Commander Paul Shirley, was performing guard duty at San Francisco, on being apprised by the collector and surveyor of the port that the schooner *J. M. Chapman* was fitting out and would soon put to sea for the purpose of preying upon our commerce, Lieutenant-Commander Shirley, at daylight on the morning of that day, sent two armed boats alongside the schooner, having observed that she was getting underway, took possession of her, and soon after delivered her up to the surveyor and naval officer of the port.

Besides her crew of 4 men, on deck, 17 persons were found concealed below, and on examination of her cargo, a number of guns, ammunition, and other military stores were found on board.

The seizure of this vessel was most opportune. But for the vigilance of Lieutenant-Commander Shirley, in an hour's time she would have been beyond the reach of all authority, and would only have been heard of by her depredations on our commerce on this coast.

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

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Report of the commandant of the navy yard, Mare Island, Cal., regarding the capture of the schooner *J. M. Chapman*, transmitting report of Lieutenant-Commander Shirley, U. S. Navy, commanding U. S. ship *Oyane*.

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, Cal., March 17, 1863.

SIR: I have the honor to inform you of the capture of the schooner *J. M. Chapman*, on the 15th instant, by the boats of the U. S. ship *Oyane*, in the harbor of San Francisco, which vessel, there is every reason to believe, was, from the munitions of war found on board and the large number of her crew, designed to prey upon our commerce.

A copy of Lieutenant-Commander Shirley's report is herewith enclosed.

The capture of this vessel is conclusive evidence of the importance of having a vessel of war at all times lying off the city of San Francisco.

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

THOS. O. SELFRIDGE,
Commandant.

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

[Enclosure.]

U. S. SHIP OYANE,
San Francisco Harbor, March 17, 1863.

SIR: Having been apprised by Mr. Rankin, the collector, and D.* McLean, the surveyor of the port, that the schooner *J. M. Chapman*

* Official Register gives J. T. McLean.

was fitting out here and would soon put to sea for the purpose of preying upon our commerce, I determined to seize her, and now have the honor to report that about daylight on the morning of the 15th instant I was informed by the officer of the deck that the said schooner was getting underway, when I dispatched two armed boats under Lieutenant Yates, the executive officer of this ship, with orders to seize her, and then act in conjunction with the civil authorities.

The schooner was taken without resistance and brought to anchor, immediately after which the surveyor of the port and Mr. [W. B.] Farwell, the naval officer, went alongside in a steam tug, and, taking the schooner in tow, proceeded over to Fort Alcatraz, where the cargo was examined, and among other things, guns, ammunition, etc., found on board. Some seventeen persons had been found concealed in the hold, who were confined in Alcatraz; and the schooner was then brought up and anchored near this ship. I put an officer and four men to look out for her, a policeman also remaining on board. The crew of the schooner, four in number, I had brought on board this ship and put under the sentry's charge. The greater part of the cargo was discharged at Alcatraz.

All of which is submitted and instructions asked for.

I have honor to be, sir, your obedient servant,

PAUL SHIRLEY,
Lieutenant-Commander.

T. O. SELFRIDGE,
Commandant Navy Yard, Mare Island, Cal.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, of return from convoy of steamer Champion.

U. S. S. CONNECTICUT,
Bay of Aspinwall, March 15, 1863.

SIR: I respectfully report the arrival of this ship on the afternoon of the 14th instant from convoying the *Champion*. We are ready for sea, and wait for the sailing of the *Ariel* to resume convoy.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, at Cadiz, Spain, of the absence of Confederate privateers on that side of the Atlantic.

U. S. STEAM SLOOP TUSCARORA,
Cadiz, March 15, 1863.

SIR: I have the honor to acknowledge the receipt of your orders of 12th February.

I have no intelligence of any privateers on this side of the Atlantic, nor do I think they can cruise here, on account of the difficulty to be encountered in procuring fuel. The rebels are certainly building ships in England, but they send them to some island of the West Indies to equip, and it has occurred to me that Anguilla should be occasionally visited by our ships. It is uninhabited, has excellent anchorage, is British, and is out of the way, while, at the same time, it is adjacent to

Cuba and the Gulf Stream. I should strongly suspect that Maffitt would make a coal depot there. If you think proper to direct a visit, I would call attention to a piece of sand beach on the southwest extremity of the island. The slavers had barracoons there; it is the best landing place, and a coal depot may easily be unobserved among the trees.

Since my letter* of 26th February from Madeira I have learned that the *Georgiana* had on the 13th stopped at Teneriffe for coal, being en route from England to Nassau; she had no guns mounted. My information was from the consul at Teneriffe. I accordingly came here again for intelligence, arriving here yesterday.

On the 17th I will be ready for sea, and will proceed to the Azores. Should I not hear of any pirates there I will touch at Madeira, and, if I gain no information by that time, will proceed to the United States as ordered.

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

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of capture by that vessel of the brigantine Atlantic.

U. S. S. SONOMA,
Key West, March 18, 1863.

SIR: I have the honor to inform you that on the evening of the 15th ultimo, Morro light then bearing S. E. by E., distant 18 miles, this vessel captured the brigantine *Atlantic*, purporting to be an English vessel, and bound from Havana to Matamoras. When hailed as to his destination, the captain replied he was bound to Mexico, and upon boarding and examining his papers she was found to be without manifest, bills of lading, letters of instruction, or aught else, saving her shipping papers. Her log book was also mutilated and about 40 pages cut from it.

I placed Acting Ensign Charles Norton with a prize crew on board, with orders to take her to Key West for adjudication, but, as the wind died away during the night, I made fast to her and towed her to this port, where we arrived yesterday.

I have the honor to be, yours, respectfully,

T. H. STEVENS,
Commander.

Hon. SECRETARY OF THE NAVY.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the capture by that vessel of Confederate schooner Five Brothers.

U. S. S. OCTORARA,
At Sea, March 16, 1863.

SIR: I have the honor to report that we this day seized, in latitude about 27° 16' N. and longitude 77° 16' W., the Confederate schooner *Five Brothers*, of 35 tons, with 34 bales of cotton on board. She had no papers.

* See p. 108.

The master states that she was from Brunswick, Ga., five days out, bound to Nassau, New Providence. A Confederate flag was found on board. At the time of capture no United States vessels were in sight. I send her to Key West in charge of Acting Ensign George F. Hollis for adjudication.

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

N. COLLINS,
Commander.

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

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Wachusett, of departure from St. Thomas, West Indies, of steamers Aries and Pet, convoyed by English frigate Phaeton.

U. S. S. WACHUSETT,
Island of St. Thomas, March 16, 1863.

SIR: I have to inform you that the English frigate *Phaeton* went to sea from this port this morning, and convoyed the steamer *Aries* and the *Pet*, all standing to the eastward. I would have followed, but unfortunately was prevented by the fires having been hauled, to work on that worn-out starboard boiler; in fact, sir, I doubt whether this vessel will be able to accomplish anything where speed will be required, unless both those boilers are thoroughly repaired.

The fires were hauled at 7 o'clock this morning, and Assistant Engineer Pendleton informs me that steam will be got up on both boilers by 5 this evening. The steamer *Neptune*, from London (on our list), arrived here about midday, for coal, as I learn. I will keep a good lookout upon her, and, if the boilers do not fail me, will endeavor to prevent her from evading our laws, if such should be her intention. I am happy to inform you that the officers and men are in the same good health as when you left, and everything goes on well.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,
Lieutenant-Commander, U. S. Navy,
Commanding U. S. S. Wachusett.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Station.

Instructions from the Assistant Secretary of the Navy to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, regarding cruise for the protection of commerce.

NAVY DEPARTMENT, March 16, 1863.

SIR: As soon as the U. S. ship *Onward*, under your command, is ready for sea, proceed with her to the vicinity of the equator and cruise in the track of our merchantmen bound to and from the East Indies and Pacific, and extend to them all the protection in your power. You will remain out as long as your provisions will allow, and then return to Boston.

Should information reach you of the movements of rebel cruisers within your reach, you are authorized to deviate from the track herein marked out, for the purpose of pursuing them, should you think the interests of the service and the country will be promoted thereby.

You will exercise all the rights pertaining to a cruiser of the United States in time of war, and be vigilant to detect vessels engaged in transporting supplies to the rebels and send them into port for adjudication. At the same time you will respect the rights of neutrals.

Communicate with the Department as opportunities offer.

I am, respectfully, etc.,

G. V. FOX,

[Acting] Secretary of the Navy.

Acting Volunteer Lieutenant J. F. NICKELS,
Commanding U. S. Ship *Onward*, Boston.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the capture by that vessel of the Confederate sloop Rosalie.

U. S. S. OCTORARA,
At Sea, March 17, 1863.

SIR: I have the honor to report that we seized yesterday at 9 p. m., in latitude about 26° 50' N. and longitude about 78° 50' W., the Confederate sloop *Rosalie* (W. R. Postell, formerly of the U. S. Navy, master), of 28 tons, with an assorted cargo on board, from Nassau, New Providence, bound to Charleston, S. C. Her papers are a Confederate register, clearance, crew list, and manifest of cargo from Charleston to Nassau. At the time of capture no United States vessels were in sight. I send her to Key West in charge of Acting Master's Mate G. H. Dodge, for adjudication.

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

N. COLLINS,
Commander.

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

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, of arrival at Port of Spain, Trinidad, with impaired machinery.

U. S. S. ALABAMA,
Port of Spain, Trinidad, March 17, 1863.

ADMIRAL: I have to report my arrival at this place via Dominica and Martinique, and shall leave again in the morning in further prosecution of your orders. I enclose a sketch of half of the starboard side lever, showing a crack which has, within a few days past, developed itself to a serious extent. Mr. Taylor, acting second assistant engineer, who has been in the vessel for four years past, informs me that there has always been a slight crack there, and though he has watched it very carefully he has never discovered any increase until within a few days. I have had it examined by the chief engineer of the *Oneida*, who reports that it is in a bad place and is liable to break at any moment by a sudden strain, such as the wheel burying in a heavy sea. In smooth water,

where the strain is regular, I do not apprehend any danger from it, but it remains to be seen what the effect of a rolling sea will be. On Sunday we had a long and hard chase, off Martinique, after two steamers (which proved to be French, bound to Mexico), and careful watching did not discover any extension of the crack. A short ten was the very best we could do, and the *Oneida* beat us easily. There is no news here of privateers. The U. S. consul, Mr. Hogg, has gone home, probably to die, and Mr. Trowbridge is acting. I am happy to say that my health is improved, though I am not [at] all well yet.

The authorities at Prince Rupert Bay apologized for the insult on my former visit, the particulars of which apology I shall send you in a later communication.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding establishment of coal depots in the West Indies.

U. S. FLAG-STEAMER VANDERBILT,
At Sea, Lat. 22° N., Long. 77° 10' W., March 18, 1863.

SIR: In my note of the 25th February I called the attention of the Department to the subject of coal and depots for the convenience of our cruising vessels, particularly at the Windward Islands, as a subject of importance, having in view the efficiency of any force employed in this direction, the object being to establish depots where we could readily obtain coal without purchase, freeing us from the exorbitant prices often demanded for it, and of very inferior quality.

The Department has already some places of deposit, but we are often compelled to buy or go without it. I have endeavored to avoid being placed in this dilemma, and have made a deposit at Pointe à Pitre, Guadeloupe, of some coal remaining over of the cargo purchased to fill up this vessel, the *Oneida*, and the *Alabama*, for which \$7 per ton was paid. It is one of the best and most commodious harbors in the West Indies, and a port where information may be readily obtained, as there is almost daily communication with the other islands of the group, about 300 miles from St. Thomas and about 70 miles from Martinique. The authorities are quite willing, and indeed pleased, to have us make a depot here. Its proximity to Martinique is of great advantage, as the latter island is one which the rebel cruisers have heretofore visited and coaled at. Indeed there is now coal at St. Pierre, some 600 tons, I understand, in the hands of the rebellion sympathizers, who retain it for them. This island is well adapted for the escape of the rebel cruisers; its roadsteads are open, and the land so high, and the mists arising after nightfall so great as to make it extremely difficult to detect any vessel passing close to its shores, which are bold and clear of obstructions. For a single vessel to blockade these roadsteads, it is almost impossible. I have resorted to the plan of having two—one to be anchored at Fort de France, and the other at St. Pierre, only some 8 miles distant. They will be able, while lying at anchor, to perceive anything in the offing, and can readily give chase. The fact, too,

of their presence will deter the rebel cruisers from seeking the anchorages, for they can readily obtain information before reaching the island that we are about, and if we are not fortunate enough to get sight of them in the offing, we will have the ability to effectually blockade them when in, aided at night by boats acting as vedettes.

There is a depot of coal at Curaçao, some 600 or 700 tons, but this will require to be added to as soon as the Department can do it. St. Thomas is the other station where it is desirable to have a large supply on hand—say some 1,500 tons. Coal hulks can be obtained to store it in. The governor said to me that it would afford him great satisfaction to give any facility to our consul in establishing such a depot, to be subject only to the regulations of the port and harbor masters. I instructed our consul that in case a cargo of the Welsh coal should come in, and it could be purchased at a reasonable price, to obtain it and procure a hulk for that purpose. Many large vessels are frequently condemned here which would answer admirably for this purpose, and are sold for a very small amount. This carried into effect, we would be independent and freed of the extortionate prices we have to pay for coal, and likewise the difficulty of selling bills to pay for it, besides saving the large discount, from 40 to 60 per cent, demanded.

As before mentioned, the Messrs. Latimer & Co., of San Juan, Puerto Rico, are willing to receive the Government coal and keep it for our vessels. They have a depot of their own and can accommodate as much as it would be desirable to keep there. They are Americans and full of loyalty, and from them I have had much important aid and information. They are prepared to assist us in every way in their power. The harbor is one of the best, and the facilities afforded for coaling and refitting are great.

The next point is Cape Haitien, on the north side of the island of San Domingo. Here it is my intention to order the *National Guard* with a supply of coal—say 1,000 tons. This harbor is a good one, very healthy, and our coal vessels would be protected from the rebel cruisers. It is a good resting station for the crews, who, I need not tell you, rapidly become exhausted. The proximity to the Windward Passage and those of Turk's Island is a great advantage, and having the coal in a movable bottom, I will be enabled, in case of need, to send her wherever it might be a great advantage for us to receive a supply of coal.

At the east end of Cuba it is desirable that 1,000 or 1,500 tons should be stowed, say, at St. Jago [Santiago] de Ouba, or at Cumberland Harbor, a better port, some 60 miles nearer the east end, on the south side of the island, where it will be readily received and stowed for use on very reasonable terms.

At The Havannah and Key West we can be supplied on the western part of the station. It would be desirable for us to have our stock on hand at The Havannah increased, there being now but some 500 or 600 tons of coal.

It may not be out of place here to mention that the average consumption of coal by each vessel [of] the squadron is from 350 to 400 tons per month, and therefore it will not be difficult, as the Department is aware of the force employed, to have the requisite amount of coal sent out to the places above indicated in quantities of not less than 1,000 tons.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of completed repairs to vessel and intended departure for Fayal, Azores.

U. S. STEAM SLOOP KEARSARGE,
Cadiz, March 19, 1863.

SIR: I have the honor to inform the Department of the completion of repairs upon the machinery of this ship to-day at noon.

As to the cause of the extraordinary length of time occupied, I can only offer, in explanation, the enclosed copy of a report from the chief engineer upon that subject.

Since the reception of the propeller shaft from the arsenal on the 4th instant, the work has been vigorously pushed by our own force, late and early, Sundays not excepted.

The ship was taken out of dock on the 10th and brought to Cadiz on the 17th instant for the reception of her powder, coal, and provisions; upon the completion of which work I shall proceed to Fayal, where Captain Winslow awaits my arrival.

I have the honor to be, your obedient servant,

C. W. PICKERING,
Captain.

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

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the capture by that vessel of Confederate schooner Five Brothers, sloop Rosalie, and English schooner John Williams.

U. S. S. OCTORARA,
At Sea, March 22, 1863.

SIR: I have the honor to report that on the morning of the 16th instant we captured the Confederate schooner *Five Brothers*, and after sending a prize crew on board we left her and steamed to the southward and eastward to latitude about 26° 50' N. and longitude about 76° 51' W., where we seized the Confederate sloop *Rosalie*.

On the 17th instant Acting Master John A. Johnstone, and a prize crew from this vessel, took charge of the *Rosalie*, with orders to cruise toward Eleuthera Island in search of and to seize vessels violating and intending to violate the blockade, and to meet the *Octorara* at an appointed time and rendezvous, and while obeying such instructions, on the 19th instant, in latitude about 26° 10' N., longitude about 76° 51' W., he seized the English schooner *John Williams*, James Gage, master, of 96 $\frac{3}{10}$ tons burden, of and from Nassau, New Providence, bound to Beaufort, N. C., with the following cargo, as per clearance, viz: 50 bars iron, 32 drums caustic soda, 100 bags saltpeter, 44 barrels copperas, 77 casks crystals, 15 barrels salts, 12 tons iron, 32 cases matches, 95 dozen pails, 41 dozen brooms, 15 carboys acid, 50 dozen shovels, 11 kegs nails, 9 cases brushes, 1 cask hardware, and 1 cask phosphorus. I take her, in company with the *Rosalie*, to Key West for adjudication.

I beg to commend Acting Master John A. Johnstone for his energy and zeal in making the capture of this notorious blockade runner.

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

N. COLLINS,
Commander,

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

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of arrival at Havana, Cuba, and giving substance of conversation with Governor Rothe, of St. Thomas, West Indies, regarding neutrality.

U. S. S. VANDERBILT,
Havana, March 20, 1863.

SIR: I have the honor to report my arrival at this port, in the *Vanderbilt*, having left the *Wachusett* under the temporary command of Lieutenant-Commander C. E. Fleming, at St. Thomas, to watch the exit of the contraband runners then in port, and endeavor to capture them when outside the neutral limits. For this she may be employed, I hope, successfully.

On the subject of the squadron lying at St. Thomas, apparently watching the contrabands, I had some conversation with Governor Rothe, which it may be well for me to state in this place. He frankly told me that complaint had been frequently made to him by those interested in the contraband runners, about what they termed a blockade inside and out. I at once put it to him that there were vessels in the harbor refilling and coaling for future operations, to run the blockade, and to carry munitions of war to the rebels, and we were in these waters to prevent them, if possible; that so far as the neutrality of the harbors and waters of these islands was concerned, we should take care to observe it most strictly, and I trusted we should have no cause to complain of the government affording aid and comfort to our enemies, as had recently been attempted by some of the officials of the island. The island ports were open to all, and these vessels being under English colors were equally respected as our own. I should not complain of their coaling and refitting, for I had no right to do so, but when they reached the high seas we should act the part of a belligerent and overhaul them. If they were honest they had nothing to apprehend, but if they proved to be laden with contraband articles, and without papers, they would necessarily be sent in for adjudication. Therefore, whether we lay at anchor or cruised off the port was of no consequence. He seemed well satisfied with my statement that he might rest assured that no violation relative to neutrality would be committed. I made, however, an exception, and told him frankly that, in case of the appearance of the rebel pirates seeking shelter in this port, I would call upon the government to interfere and detain them, and in the event of its not taking prompt measures to that effect, I should deem it to be my duty, under the necessity of the case, to act as circumstances might require.

We left St. Thomas and passed down to the northward of Culebra and along the north side of Puerto Rico to the Mona Passage, thence along the north side of San Domingo. We spoke and boarded several vessels, among them two Spanish transports that had carried troops from The Havannah to their possessions on San Domingo, to suppress a revolution that had taken place against the Spanish rule, which I understand has been effectually suppressed.

Off Cape Nicolas Mole we fell in with the *Santiago de Cuba*, Commander Ridgely, and *Rhode Island*, Commander Trenchard, which latter reported to me. They had been off this passage for some twenty days, and had visited the islands to the northward and southward. After giving them orders and making other arrangements, we left at 10 p. m. on our way to The Havannah, passing down and examining the Old Bahama Channel, and arrived in five days.

I can not well describe to you the efficiency of this steamer and the excellent condition of discipline she is in, and the many advantages she affords for this particular cruising. Her speed is much beyond that of any other steamer I know of, and her armament is equal to anything she can possibly have to encounter.

In the examination of the orders of Acting Lieutenant Commanding Baldwin, no reference is made of his reporting to me for duty, but the Department having written some time since, and mentioned that the *Vanderbilt* would cruise here, in view of the exigencies of the service, I have taken her under my command, and trust she will be permitted to remain. Though a large consumer of coal, yet, taking into consideration the service she performs, I look upon her as one of the most economical vessels in the squadron.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Wachusett, of the chase by that vessel of steamer Neptune.

U. S. S. WACHUSETT,

Island of St. Thomas, March 20, 1863.

SIR: In obedience to your instructions to furnish you with information relating to the movements of this ship, I have to state that yesterday morning the steamer *Neptune* (on our list) went to sea at 8:10 a. m. and I lost no time in following her, getting underway at 8:30 and crowding all sail and steam the entire day, both vessels standing to the westward until 7 o'clock p. m., when, losing sight of the chase, or rather her smoke, for her hull had not been seen for some hours previous, I reluctantly turned to the eastward to proceed to my station, and at 10 a. m. this morning came to anchor in this harbor.

We had the wind very light during the day, else I think we might have overhauled the chase, notwithstanding the tubes leaked badly in both boilers, particularly the starboard one. Soon after my arrival here was compelled to haul fires, and the engineers went immediately to work plugging tubes. The steamer *Dolphin* (also on the list) came in the day the *Phaeton* left, and is still here.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,

Lieutenant-Commander, Commanding.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, of cruise from March 14 to 22, 1863.

U. S. S. ALABAMA,

Curaçao, March 22, 1863.

ADMIRAL: I left the harbor of Pointe à Pitre about 10 a. m. of the 14th instant, in company with the U. S. S. *Oneida*, having waited until

this hour to obtain any news which might have been brought by the British mail from Barbados and other islands. It being impossible to reach St. Pierre before late at night, I availed myself of your verbal permission to visit Prince Rupert Bay, where we passed the night. Immediately upon anchoring I was waited upon by a gentleman of the place, named McLeod, who, on behalf of himself and the people of the town, expressed great regret at the rude treatment we had officially received on our former visit, and saying that if it had been known at the time the regret would then have been expressed. He also informed me that the officer who sent the letter had been severely reprimanded by the governor and ordered, in case of my return, to make a personal and official apology. I saw nothing of Mr. Erskine during my stay.

I was also officially waited upon by the magistrate of the district, Mr. Wm. R. Johnston, who, on behalf of himself and the governor, tendered a handsome verbal apology for the unauthorized proceedings of the under official who sent the communication on my first visit. Mr. Johnston also tendered the civilities of the port, supplies, etc., which I declined, and sailed at daylight on the 15th. When near St. Pierre, at 11:30 a. m., saw heavy smoke bearing S. S. W. Both vessels started in chase at full speed, the *Oneida* leading easily. At 2:15 p. m. discontinued the chase, having made out the strangers to be two heavy frigates, steering to the W. N. W. At 7 p. m. communicated with our consul at St. Pierre and learned that the French frigates left Fort Royal in the morning for Vera Cruz. These were the vessels we chased. During the night passed St. Lucia, and on the 16th St. Vincent, the Grenadines, and Grenada, and anchored at Port of Spain, Trinidad, on the 17th. No news here of any privateers. One American vessel in port from Barbados. Mr. Trowbridge is acting as consul, Mr. Hogg having gone home on account of illness.

On the evening of the 18th anchored in a fine bay on the southwest side of the principal island of the Testigos group. This anchorage is a very fine one, well protected except from west and southeast; perfectly smooth, and with a depth of water from 5 to 15 fathoms; good bottom. Found here an English schooner engaged in turtling, fishing, and bird catching. At 4 a. m. of the 19th left this anchorage, coasted the Frayles, a cluster of islets off the northeast point of Margarita, thence passing through the channel south of that island, examining its shores and the islands in the channel, and on the morning of the 20th coasted the south side of Tortuga Island and thence to Blanquilla the same evening.

On the 21st examined Orchilla, the Roccas [Los Roques], East and West Bird [Aves] islands, and passing Buen Ayre in the night, arrived in this harbor this morning. I hear a report, though the consul can as yet give me no information about it, that the *Florida* was off Surinam ten days since. I observed no increase in the crack in side lever reported to you from Port of Spain, but I am sorry to say that I shall be compelled in future to purchase water, as our condenser is irretrievably worn out, until we can get to a machine shop.

Hoping to have more interesting matter to communicate in my next,
I remain, sir, very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Lieutenant Allen, U. S. Navy, commanding U. S. S. Oneida, of cruise in company with U. S. S. Alabama.

U. S. STEAM SLOOP ONEIDA,
Curaçao, March 22, 1863.

ADMIRAL: I have the honor to report that in obedience to your order of the 12th instant I filled up with coal and sailed from Pointe à Pitre on the 14th, in company with U. S. S. *Alabama*, Commander Nichols, and arrived at this port this morning.

During the cruise we have coasted and examined the islands of Marie Galante, Dominica, Martinique, St. Lucia, St. Vincent, Grenadines, Grenada, Trinidad, Testigos, Margarita, Tortuga, Blanquilla, Orchilla, Los Roques, and Isles de Aves.

We anchored during the night of the 14th in Prince Rupert Bay, and during the night of the 17th at Port of Spain, Trinidad. On the morning of the 15th discovered black smoke S. S. W. from Martinique, and chased for three hours and a half, when it proved to be from two French frigates standing S. W. Have seen no other vessels of importance during the cruise.

Hoping that the remainder of the cruise may be more successful,

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

WELD N. ALLEN,
Lieutenant Commanding, U. S. Navy.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of the capture by that vessel of English schooner Brothers.

U. S. GUNBOAT TIOGA,
At Sea, off Abaco, Lat. 26° N., Long. 76° 37' W., March 22, 1863.

SIR: I have the honor to report the capture of the English prize schooner *Brothers*, S. J. Massingham, master, of and from Nassau, bound to Beaufort, N. C. The papers are all correct, but no certificate from the American consul. Registered 43 tons. She has an assorted cargo, principally contraband; liquors, medicines, lead, matches (30 cases), tin, leather, etc.

This schooner was out of the usual route for the United States and attempted to avoid us. I shall send her in to Key West in charge of Acting Master's Mate Otis A. Thompson for adjudication, forwarding prize crew list.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

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

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of the capture by that vessel of the English steamer Granite City.

U. S. GUNBOAT TIOGA,
At Sea, off Bleuthera, Lat. 25° 30' N., Long. 75° 53' W.,
March 22, 1863.

SIR: I have the honor to report the capture of the English side-wheel steamer *Granite City*, John McEwan, master, from Nassau, New

Providence, registered 463 tons, without manifest or invoices, part of a crew list, with a clearance for and purporting to be bound to St. John, New Brunswick, officers and crew all told amounting to 27 persons, who I propose to land on one of two keys near Nassau. We find among her papers a clearance from the port of Wilmington, N. C., of March 10, 1863. We discovered this steamer at daylight this morning northeast of Eleuthera Island. Chasing her five hours to the S. E. by S., stopping her with a shot over her in latitude as above. When boarded by the prize officer, and asking for her papers, the captain remarked that was of no use; that he was ready to give her up. They had all their baggage on deck, preparatory to leaving. As far as I can ascertain they had been throwing overboard her cargo during the chase. We saw that they had been destroying their stores and the steamer's nautical instruments, her captain proposing to blow her up and take to the boats.

She has an assorted cargo—medicines, liquors, salt, coffee, etc. I suspect, however, her manifest has been withheld, as we are confident she has powder on board. I have directed Acting Master Thomas King to proceed to Boston or Portsmouth to await adjudication. I forward also a prize crew list.

I found two letters among the baggage of the officers and crew of this steamer addressed to parties in Wilmington and Charleston. There were thrown overboard from this steamer 150 bags coffee. Steamer *Granite City*, iron hull.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

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

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, explaining the circumstance of his having command of U. S. S. R. R. Cuyler and Oneida in the search for C. S. steamers Florida (Oreto) and Alabama.

U. S. FLAGSHIP VANDERBILT,
Havana, March 23, 1863.

MY DEAR SIR: I perhaps owe you an apology for not writing to you a line before, respecting the *R. R. Cuyler* and *Oneida*, and the circumstances in which they fell under my command in the hot pursuit of the *Oreto* and *Alabama*. I make no doubt sufficient [reason] to excuse me if any was necessary. Bailey had sent them over for the chase, and I joined after being a few hours behind the *Oreto*, and we continued in the chase as far as the Windward Islands, where I was obliged to leave the *Wachusett* nearly broken down, and the *Oneida* and *Alabama* to blockade and search the various harbors where the *Oreto* may have taken refuge. She coaled at Barbados only twenty-seven days after she had done so at Nassau, and subsequent to her destruction of the *Jacob Bell*, and it is evident she has sought refuge in some of the neighboring islands and reefs, to effect repairs and get more coal. Under these circumstances I desire to retain the *Oneida*. The *R. R. Cuyler* has long since, I hope, joined you.

I ought to state, also, that Captain Hazard has entirely broken down, and under survey of surgeons is to return home from Key West in the

first vessel. I need not, my dear sir, enter into further details, as I well know and believe your views and wishes all correspond with mine, and you will indulge in the hope that it may result in the capture of the *Oreto* and *Alabama*.

I have had quite a row with the governor of Barbados about the coaling of the *Oreto*; and I think, although it can not well be proved, that the governor of the Bahamas and the governor of Barbados had had an understanding, through letters brought by Maffitt from the former, to afford him all facilities, notwithstanding her Britannic Majesty's proclamation.

Very truly and sincerely, yours, etc.,

CHARLES WILKES,

[Acting Rear-Admiral, Commanding West India Squadron.]

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Squadron.

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Wachusett, of the capture by that vessel of the English steamer Dolphin.

U. S. S. WACHUSETT,

At Sea, Lat. $19^{\circ} 28' N.$, Long. $65^{\circ} 30' W.$, March 25, 1863.

SIR: I have the honor to report (being temporarily in command of this vessel) that this morning at 5:15, while cruising in the passage between the islands of Puerto Rico and St. Thomas, saw a steamer directly astern, which, after chasing for an hour and a half, I overhauled, and found her to be the English steamer *Dolphin*, from St. Thomas, bound for Nassau. Suspicion being strong against her I seized her, and have sent her, in charge of Acting Master A. W. Muldaur, to Key West, with all the papers found on board.

Very respectfully, your obedient servant,

CHARLES E. FLEMING,

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

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

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Wachusett, of the capture by that vessel of steamer Dolphin.

U. S. S. WACHUSETT,

Island of St. Thomas, March 23, 1863.

SIR: I have to report that at ten minutes after midnight on the 25th instant, the steamer *Dolphin* got underway and stood out of the harbor. I lost no time in following her. Slipped the cable at 12:20 (as per log), and steamed after her, but the night being dark saw nothing of the chase until daylight, when she was seen astern of us, both vessels standing to westward between the islands of Culebra and Porto [Puerto] Rico; brought the ship's head round to the eastward and gave chase; the *Dolphin* also altering her course in that direction, fired a blank

cartridge for her to heave to. She paid no attention to this, and commenced firing at her with shot from the rifled gun on the fore-castle, which was done three times before she stopped, when I sent a boat to board, in charge of Acting Ensign Samuel Belden, and his report, together with an examination I had of her papers, and the strong suspicion attached to her of intending to run the blockade, induced me to capture her and to send her to Key West in charge of Acting Master A. W. Muldaur.

I also transferred from this ship Second Assistant Engineer W. Harrison Messinger and Third Assistant Engineer Henry Holmes, together with 8 firemen and coal heavers, and 10 men from this crew, composed of seamen, ordinary seamen, and landsmen, taking from the prize 2 engineers, 1 boatswain, 6 firemen, 1 carpenter, and 6 seamen.

I returned here the evening of the 25th and anchored at 9 p. m. Yesterday the above-mentioned men were landed and taken charge of by the British consul.

The *Dolphin*, vessel and cargo, is said to be valued at £60,000.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,

Lieutenant-Commander. Commanding.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of arrival at Swatow, China, with injured vessel.

U. S. S. WYOMING,

Swatow, March 25, 1863.

SIR: I have to report my arrival here on the 22d instant, five days from Manilla.

Off the entrance to the river I took a licensed European pilot, and on our way up regret to state that we struck a rock which caused the ship to leak so that I was compelled to run her ashore to prevent her filling. At the time of the accident the ship was going at the rate of 8 or 9 knots over the ground, the leadsmen in both chains giving 5 fathoms water.

On examination we found extensive leaks on both sides of the stem, also four frame timbers under the magazine floor crushed in, causing such leaks that the engines and all pumps were unable to keep the water from gaining. I immediately chartered a small schooner, in which all provisions, ammunition and stores, etc., were put on board.

I am in hopes by to-morrow or next day to get her afloat again. I shall then proceed to Amoy and dock the ship. From there will make you a more minute report of the injuries sustained. I enclose you a report of the carpenters of the extent of the damage done as far as can be seen inside the ship.

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

D. MCDUGAL,

Commander.

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

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, regarding convoy of mail steamers.

U. S. S. CONNECTICUT,
Bay of Aspinwall, March 26, 1863.

SIR: I respectfully report that after returning from convoying the *Ariel* I could not get this ship coaled in time to leave with the *Northern Light*, owing to the wharves being occupied and the sea in the bay too rough to haul a vessel alongside.

I will sail to-night for Puerto Bello, in order to careen the ship and if possible to replace the copper which is off on the port side, forward of the shaft, about 5 feet below the water line, to the extent of some four or five sheets.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

[Telegram.]

MARE ISLAND, March 28, 1863.
(Received Washington 3:55 a. m., March 30.)

Having been reliably informed that hostile military organizations exist in the neighboring counties, designed to attack this yard, I have ordered the *Saginaw* to return here.

THOS. O. SELFRIDGE,
[Commandant.]

Hon. GIDEON WELLES,
[Secretary of the Navy.]

Report of Commodore Thatcher, U. S. Navy, commanding U. S. Ship Constellation, of arrival at Spezia, Italy.

U. S. SHIP CONSTELLATION,
Spezia, March 29, 1863.

SIR: I have the honor to report my arrival at Spezia on the 27th instant, from Genoa, which port I left with this ship on the 25th. After provisioning I shall sail on a cruise to the western part of the Mediterranean, and I propose touching at Port Mahon for the purpose of breaking out and cleansing the hold, preparatory to a summer cruise. I shall also touch at the Sicilian ports, where a large number of our commercial vessels are now resorting for cargoes.

I respectfully request that the Department will be pleased to address me at Genoa, as the U. S. consul at that port has the readiest facilities for forwarding dispatches to all parts of this station by mail steamers.

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

H. K. THATCHER,
Commodore.

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

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of arrival at Key West, Fla., for coal, and of proposed movements of that vessel.

U. S. S. VANDERBILT,
Key West, March 30, 1863.

SIR: I have the honor to report the arrival of this ship at this port on the 22d instant from Havana, having been ordered here to coal by Rear-Admiral Wilkes, and to return to Havana in ten days. We have now our coal, say 1,100 tons, nearly all in, and shall finish scaling and repairing boilers to-morrow, and in obedience to my orders I shall then return to Havana.

I had last the honor of addressing the Department on the 7th instant from Barbados, duplicates of which I enclose. Since that date Rear-Admiral Wilkes has had his flag on board this ship and has no doubt kept the Department informed of her movements. Until the admiral will permit, I can not, of course, carry out the orders I am under from the Department, but can only hope he will have no further service for this ship and will allow me to act in accordance with my instructions after my arrival at Havana.

It will very shortly be necessary for this ship to go North for the new tubes I have heretofore reported as necessary and requested the Department to order made, and also to have replaced the water fronts in the forward boilers.

If the tubes (say 1,200) are ready, the ship can go to New York, be put in condition for two years' further service, be coaled, provisioned, and ready to sail again within three weeks after her arrival.

Otherwise than what I have above referred to, the ship throughout is in excellent order, though when she goes North I should recommend that the steam chimneys, which now extend some 2 feet above the spar deck, be cut off by valves close above the boilers. At present I have them covered as well as possible by bags of coal on both main and spar decks. This, in my opinion, is a very important matter, as at present, in spite of protecting by coal bags, an unlucky shot might completely disable our movements, at any rate, for the time being, besides killing many of the crew by steam; at the same time the remedy is in our own hands, and the job would not be very long or expensive. I hope the Department will approve my suggestions.

I regret to have to report the desertion, while in charge of a boat, of Acting Master's Mate George R. Griswold at Havana. I at once requested our consul to offer a reward for his apprehension and if arrested to have him kept in prison until the return of this ship. As yet I am not aware of his having been found.

I send by the U. S. transport *Fair Haven* the 7 prisoners received from the U. S. S. *Alabama*, who formerly belonged to the privateer *Retribution*. The papers relating to their case have already been sent home from St. Thomas by our consul there. Also I send the crew of the British steamer *Peterhoff* (24 in number), seized by me as a prize, and sent to this port for adjudication, but in the absence of the U. S. district judge ordered by Rear-Admiral Bailey to Boston for that purpose.

As yet we are without further news of the *Alabama* or *Florida*. In a day or two I shall be in a condition to follow them a long distance.

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

O. H. BALDWIN,

Acting Lieutenant, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Eyttinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, of cruise covering the route of East Indian and South American traders.

U. S. SHIP SHEPHERD KNAPP,
[March 30, 1863.]

SIR: In conformity with orders* issued by yourself of date 26th February, I got underway at noon (Saturday) and proceeded to cruise, as commanded, between the appointed parallels.

I have cruised nearly as far west as Abaco, nearly as far north as Bermuda, and for the last few days to windward of all the islands, hoping to find the rebel ships, but all the steamers we have seen were legitimate ships of foreign flags. I have covered the route of East India and South American traders between the parallels of 18° 30' N. latitude and 27° 30' N. latitude and the space between 60° W. longitude and Abaco.

The traverse courses I have steered upon the above-described distance were agreeable to your orders, from which I have in no instance deviated. I have entered no port since my departure, and agreeably to your expressed order to return to St. Thomas in thirty days, I have the honor to report my ship with that punctuality which I trust will always characterize

Your obedient servant,

HY. ST. O. EYTINGE, U. S. Navy,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

[Telegram.]

(Received 5:30 p. m., April 1, 1863, from San Francisco.)

Authority is asked to purchase a steam tug for defensive use, and to appoint officers. The enemies of the Union are organizing.

THOS. O. SELFRIDGE,
[Commandant.]

Hon. GIDEON WELLES, *Secretary Navy.*

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to the Secretary of the Navy, stating his desire to cultivate friendly relations with the representatives of Great Britain.

FLAG-STEAMER VANDERBILT,
Havana, April 2, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 14th of January, and in reply thereto beg leave to inform the Department, as I have heretofore done, that it has been my desire and uniform practice to cultivate a friendly feeling with the officers of her Britannic Majesty's vessels wherever I may meet with them, and to extend to them and to her Majesty's representatives, in whatever capacity, all customary courtesies, in the most liberal spirit.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

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

* See p. 107.

† See p. 24.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding the return of U. S. steamers R. R. Cuyler and Oneida to Western Gulf Blockading Squadron.

FLAG-STEAMER VANDERBILT,
Havana, April 2, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant [ultimo], directing me to order the *Oneida* and *R. R. Cuyler* to return immediately to Rear-Admiral Farragut. In reply thereto I have to state that the *R. R. Cuyler* has returned to Rear-Admiral Farragut, and that the *Oneida* will be sent after she performs the present important service she is on. I beg to inform the Department that it is very desirable to have a vessel to relieve the *Oneida*. I have none at my disposal but what are on equally important duty.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.
HON. GIDEON WELLES,
Secretary of the Navy.

Report of the commandant navy yard, Mare Island, Cal., regarding measures for the defense of San Francisco, transmitting copy of instructions to the commanding officer, U. S. S. Saginaw.

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, April 2, 1863.

SIR: I have the honor to report that in consequence of disclosures made in the examination of persons found on board the *J. M. Chapman*, the schooner seized by the *Cyane*, which led to the belief that a depot of munitions of war existed at Guadalupe Island, or on some islands lying on our coast, intended to be used against the commerce of the United States, I ordered the *Saginaw* on a short cruise down the coast, with instructions which are herewith enclosed.

On returning to the yard the same evening from San Francisco, it was reported to me that the sheriff of Napa County, in my absence, had brought intelligence that an organization was forming, or had been formed, in that county, by persons inimical to the Government, the purpose of which was to attack this yard and destroy the public property. Whereupon I countermanded my orders to the commander of the *Saginaw*, and ordered her here for an additional means of defense.

The sheriff's report has been confirmed from other sources, and I have reason to think the State and military authorities are preparing to act in the matter.

I have made such a disposition of my forces as will prevent surprise, and enable me to make a successful resistance should an attack be made. If an attack is imminent, I shall order up the *Cyane*.

The volunteers from Vallejo, employes of the yard, are now drilling for defense, numbering two companies of 70 men each.

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

THOS. O. SELFRIDGE,
Commandant.

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

[Enclosure.]

SAN FRANCISCO, CAL., *March 26, 1863.*

SIR: You will proceed in the *Saginaw* to the island of Guadalupe, on the Mexican coast, where it is supposed there is a depot of munitions of war intended to be used against the commerce of the United States; and after a careful reconnoissance, if you find such a depot you will take such measures in the premises as circumstances will justify without an infringement of the neutrality law.

You will also touch at the ports of San Quentin and Sonos [Cerro?] to see if there are any vessels at those places which are fitting out as privateers, and if any such are discovered you will confer with the U. S. consuls and the local authorities before any action is taken on your part.

After executing this duty you will visit for the same objects the several islands of our own coast, near Santa Barbara and in that vicinity, touching at San Diego, if necessary, to replenish your coal. If practicable, you will return to this port within thirty days.

In executing these orders you must exercise great discretion and prudence, in order to avoid the violation of neutral rights.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Commandant.

Lieutenant-Commander W. E. HOPKINS,
Commanding U. S. S. Saginaw, San Francisco, Cal.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the insufficiency of the force under his command for the capture of C. S. steamers Alabama and Florida.

FLAG-STEAMER VANDERBILT,
Havana, April 3, 1863.

SIR: I wish again to call your attention to the necessity of increasing my force. I have dwelt on this subject ever since my arrival in this quarter, and daily I see the advantages it would give me to have an increase. I presume the Department is as anxious as I am for the capture of the *Alabama* and *Florida*, or at least to drive them from these seas, to render the voyages of our commercial vessels to and from these ports safe and unmolested. I am satisfied, as I have heretofore written you, that it can be done with the proper force. The vessels I have now in the squadron are actively employed at those points where the Confederate privateers will resort to intercept our vessels, and where the greatest chance is for making captures. I can not well detail to you the views I entertain as to the capture of the rebel pirates, but I am narrowing down their area of operations, and with more force I shall eventually make them quit these seas, if they are not captured. I have before stated that it is necessary the vessels I have should be fully efficient and have speed.

If I am to have an increase it is absolutely necessary for the vessels to be here within forty days, so that I may be ready for the rebel pirates when they repair to the British islands to coal, which they must do.

Within the last month we have made many captures, and the Confederates are now resorting to very many dodges to avoid us. They pass rapidly from one port to another to escape our cruisers, the where-

abouts of which they endeavor to procure information, but fail, as I invariably send the vessels to sea with sealed orders to avoid any chance of their destination being known.

Of the *Juniata* I have not yet seen anything. I shall await her coming here a reasonable time. Upon her arrival, of course, depends the return of the *Wachusett*, which vessel, though in a disabled condition, is doing good service at St. Thomas, preventing that place becoming the resort of the contraband runners to rest, etc. As soon as the *Juniata* arrives I shall make the transfers and order the *Wachusett* home.

I regret to lose the services of Captain Ridgely and Commander Stevens. They have both become well acquainted with the cruising grounds and the dodges, as they are termed, of the rebels.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—R. W. Shufeldt, esq., late consul-general at The Havannah, goes home by this opportunity to report himself to the Navy Department under his new commission. I can refer the Department to him as well acquainted with my views and the exigencies of this service, and how important it is that my force should be promptly increased.

I am, respectfully,

CHARLES WILKES,
Acting Rear-Admiral.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of arrival at Fayal, Azores.

U. S. STEAM SLOOP KEARSARGE,
Fayal, April 5, 1863.

SIR: I have the honor to report the arrival of the U. S. steam sloop *Kearsarge* at Fayal at 5 p. m. to-day, after a cruise around the principal islands forming the group of Western Islands. Officers and crew all well.

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

O. W. PICKERING,
Captain.

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

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Acting Volunteer Lieutenant Byttinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to cruise for thirty days off Mona Passage, West Indies.

FLAG-STEAMER VANDERBILT,
Havana, April 5, 1863.

SIR. You will proceed to the Mona Passage and cruise off and through it, particularly at the northern entrance, as I consider it very probable that the rebel privateers, from the information I have, may make for that passage in order to intercept our merchant vessels bound through it. It will be necessary for you to disguise your vessel when

in this locality, so that you may induce them to attempt your capture until you get them within range of your battery, when, I am satisfied, you will give a good account of yourself. I may in all probability fall in with you off the passage in the course of fifteen days. You will obtain what information you can if any Confederate vessels have been seen off the Mona Passage, by communicating with Mayaguez, on the west end of Puerto Rico. The duration of your cruise will be thirty days, at the end of which time you will return to St. Thomas, where you will find me or orders.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Acting Volunteer Lieutenant Commanding H. S. EYTINGE,
Commanding Ship Shepherd Knapp.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Wachusett, to arm two boats to overhaul contraband runners.

FLAG-STEAMER VANDERBILT,

Havana, April 5, 1863.

SIR: I have received your two letters, and regret that, owing to the rupture of the boilers of the *Wachusett*, you could not overhaul the *Pet*. The *Neptune* has arrived here; she made no report of being chased. The *Dolphin*, Mr. Muldaur, came in here out of coal, was supplied, and went to Key West, where she has been delivered over to the court. Mr. Muldaur, the engineers, and the crew have joined the squadron this morning.

In case the defects of the *Wachusett's* boilers continue, I wish you to arm two boats for the purpose of overhauling any of the contraband runners which you may not be able to follow. They will necessarily have to be provisioned for three days and be supplied with sails, etc., and, in case of boarding, to have it done beyond 3 miles distance.

The *Gemsbok* will, if she has arrived, cruise off the island, and the boat or boats from the *Wachusett*, one with the gun in her, may be employed with the *Gemsbok*, rendezvousing on board of her at night, which will prevent the escape of any steamers.

Very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Lieutenant-Commander C. E. FLEMING,
Commanding Steamer Wachusett.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to cruise off St. Thomas, West Indies, for interception of blockade runners.

FLAG-STEAMER VANDERBILT,

Havana, April 5, 1863.

SIR: You will get your command in condition to cruise off the harbor and island of St. Thomas for the purpose of intercepting any of

the Confederate or contraband runners who may be seeking that harbor for the purpose of recruiting, or who have refitted there. I have directed Lieutenant-Commander C. E. Fleming, of the *Wachusett*, to arm one or two boats to be employed with you in this service, so that there may be no opportunity of their effecting [an] escape.

After you leave the inner harbor of St. Thomas you will anchor at times in the outer roads to procure information, which you will be able to do from the *Wachusett*. You will be ready at all times to slip and make chase. If the boats' crews require provisions, etc., you will supply them.

I depend upon your keeping a careful watch over the contraband vessels, and, although they may be steamers, with the assistance of the boats you may be able to effect their examination and capture if they prove to have contraband on board. Bear in mind, however, that if a capture, after examination, proves necessary, the neutrality limits must not be infringed upon.

I am, etc.,

[CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.]

Acting Volunteer Lieutenant Commanding EDW. OAVENDY,
Commanding Bark Gemsbok.

Letter from the U. S. consul at Liverpool to the U. S. consul at Fayal, Azores Islands, regarding the equipment of Confederate vessels at that port.

U. S. CONSULATE,
Liverpool, April 5, 1863.

The steamship *Gibraltar*, late *Sumter*, is now ready for sea. She has been repaired and strengthened, and, though ill fitted for a war vessel, she is in better condition for it than before.

About fifty men have been engaged for her by the same man who picked up the crew for the *Alabama*, and I have been informed, whether true or not I can not be certain, that all or part of the men now being engaged are to go to the *Alabama*.

Be that as it may, it is certain the *Gibraltar* can not require 50 men for her own use as a merchant vessel, and I call your attention to the circumstances that you may take all practical means of having her taken.

She has a black hull, with a broad white stripe round her at present; has a rail and netting all round. Round stern, with an eagle for center-piece; flash deck.

A few days since some seventy-five or eighty men were taken from here to Glasgow for a steamer called now the *Japan*, but which was launched as the *Virginia* and well understood to be for the South and intended for a privateer. She is being cleared from Glasgow for Shanghai. On Monday last a vessel called the *Castor* cleared from here for the same place with about forty men on board instead of her usual complement of about fourteen. She was cleared by the same man (Jones & Co.) who sent the men down for the *Japan*.

There are also here, and nearly ready for sea, two vessels built for Fraser, Trenholm & Co., the Confederate agents. One is known to be a gunboat and is now called the *Alexandra*. She is a small vessel of very great strength, built of wood, and probably designed to carry one

or two very heavy guns. The other is a steel plate, now called the *Phantom*, not apparently suited for a privateer. She is about 200 feet and above 500 tons.

Fraser, Trenholm & Co. have also a large screw steamer called the *Southerner* nearly ready for sea. She is very heavily plated and strong, has ports, and there is some probability she also may be intended for a privateer.

THOMAS H. DUDLEY.

C. W. DABNEY, Esq., *Fayal*.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, in regard to cruise of that vessel.

FLAG-STEAMER WACHUSETT,
Havana, April 7, 1863.

SIR: You will proceed with the *Sonoma* from this port to the southward and westward along the island of Cuba, and thence as far as Alacran, off the coast of Yucatan, which you will carefully examine as to whether there is or has been any vessel refitting, and what facilities it affords for that purpose. After making this examination you will pass along the coast of Yucatan, look into the harbor of Mugeris, thence to the Swan Islands, to the southward and westward of the Grand Cayman, which you will also examine. Stop at the Grand Cayman, where you may obtain information. In case of receiving any of importance, and you find it will require much time to investigate it, you will make steam for the harbor of St. Nicolas Mole, where you will find me or orders.

The time that this duty will occupy you, it is believed, will not require more than ten days. It is desirable that your arrival at Cape [St.] Nicolas Mole should not be delayed longer than the 20th of this month.

I am, very respectfully, your obedient servant,

{CHARLES WILKES,}

Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS,

Commanding Steamer Sonoma, West India Squadron.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Clitz, U. S. Navy, commanding U. S. S. Juniata, regarding cruise of that vessel.

FLAG-STEAMER VANDERBILT,
Havana, April 7, 1863.

SIR: You will, with as little delay as possible, fill up with coal, proceed to sea, and cruise between the Colorado Reef or Bahía Honda and Cardenas, stretching over toward the Tortugas, to intercept the contraband runners. You will from time to time touch in at Havana to communicate with our consul-general, Mr. Savage, who will afford information as to the whereabouts or expected movements of the contraband runners.

After the first coaling you will coal at Key West. Should you receive orders from me to proceed to the windward you will fill up with provisions, small stores, etc., and coal at Key West and pass up the Old Bahama Channel, if not otherwise directed, touching on your way at the harbor of Cape [St.] Nicolas Mole, on the west end of San Domingo.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander J. M. B. CLITZ, U. S. Navy,
Commanding Steamer Juniata, West India Squadron.

Report of Captain Winslow, U. S. Navy, of assuming command of U. S. S. Kearsarge, and of the rumored presence of C. S. S. Alabama, together with other suspicious vessels, in the Azores.

U. S. STEAM SLOOP KEARSARGE,
Fagal, April 8, 1863.

SIR: I have the honor to report that, after a detention at this place of three months and a half, I have this day, in obedience to the orders of the Department, relieved Captain Pickering in command of this vessel.

During my continuance at this place, and particularly within the last month, I have noticed the appearance of several suspicious steamers, which, without affording any information of their character, have cruised from island to island, evidently in search of consorts. The last of these vessels a new steamer under English colors, and deeply laden, ran close into this harbor, dipping her flag three times, and then stood off to the southward and eastward. More recently information has been received that a steamer answering in every particular to the description of the *Alabama* was seen off Flores on the 22d ultimo. This steamer, when last seen after pursuing and speaking a bark (supposed to be English), stood to the eastward.

From these circumstances, together with the establishment of late coal depots at Terceira and St. Michaels by Southern sympathizers, it may be inferred that the enemy and his abettors will seek these points for supplies during the summer months. I shall, therefore, should causes of more importance not arise to justify a modification, cruise about these islands and Madeira, touching occasionally at Gibraltar and Cadiz.

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

JNO. A. WINSLOW,
Captain.

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

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of intention to proceed to Japan when repairs are completed.

U. S. S. WYOMING,
Amoy, April 8, 1863.

SIR: I reported in my dispatch from Swatow the unfortunate accident occurring [to] this ship by striking a rock in entering that harbor. After securing the leak as well as possible, I proceeded to this place, arriving on the 1st instant.

Yesterday we docked the ship and found the injuries not as extensive as I anticipated. About 8 feet of the keel and forefoot is entirely gone, showing on the starboard side the lower ends of the cant timbers; on the port bow four frames crushed in; the space injured is circular and about 6 feet in diameter. I hope to be afloat again in ten days, and as soon as possible shall proceed to Shanghai, touching at Foo-Chow.

Nearly the whole of the English fleet in these seas under the command of Admiral Kuper is now in Japan for the purpose of making a demonstration on that Government for the murder last summer of an Englishman named Richardson; also the attack and assassination of two of the guards at the English legation in Yeddo.

As everything is quiet in China waters I shall proceed to Japan, so as to give protection to our countrymen in case of hostilities.

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

D. McDOUGAL,
Commanding.

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

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of apparent intention on the part of British cruisers to protect contraband runners.

FLAG-STEAMER VANDERBILT,
Havana, April 8, 1863.

SIR: I have to inform the Department that it appears to be the intention of the British cruisers to protect the contraband runners by convoy. I am not yet informed if this emanates from the authority of the admiral of the station, but as far as I can learn it is made to the commanders of her Britannic Majesty's vessels by the British consuls and vice-consuls. Captain Vansittart, R. N., of H. B. M. S. *Ariadne*, called on board to see me relative to a note from her Britannic Majesty's consul-general in Cuba, wherein the request was made of him, relative to the contraband runner *Ruby*, on our list of vessels, which vessel has run the blockade several times and reached the port of Matanzas from Nassau, where she had landed her cargo, and is to come from Matanzas to this port to repair. I promptly sent the *Sonoma* to ascertain about her, and learned she was then in ballast and her papers all right. Captain Van Sittart's visit was a very friendly one. He wished to show me the origin of his action in the most kind and frank manner. In the consul-general's dispatch a charge was made against Commander Stevens of making threats at Matanzas to take the vessel, and that the *Sonoma* was awaiting for the *Ruby* there—similar to the one against myself, which I replied to a short time since, which came from Earl Russell. Captain Van Sittart was greatly surprised to learn that the *Sonoma* was lying within hail of this steamer making repairs, which at once contradicted the whole statement of the consul-general, Mr. Crawford, and Commander Stevens states to me that there is not a shadow of truth as to himself or threats made by him. This Mr. Crawford is, I regret to state, wholly untrustworthy, and has given currency to these reports, if they have not originated with himself.

I have to state that the *Pet*, at St. Thomas, is said to have asked [for] and obtained convoy in going out. Lieutenant-Commander Fleming

informs me that the *Wachusett* could not follow her to sea, in consequence of the steam being off and the boilers under repair; she would otherwise have followed and overhauled her when beyond the limits.

You will see that a difficulty may arise in respect to this taking contraband runners under convoy, and thus prevent, if possible, their examination. I shall take all precautionary measures and give such orders to the commanding officers of the squadron as the circumstances may require.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of intended departure from Algeciras, Spain, in obedience to orders.

U. S. GUNBOAT CHIPPEWA,
Off Algeciras, Spain, April 10, 1863.

SIR: I have the honor to acknowledge the receipt of orders, dated March 14 and received on the night of April 9, directing me to proceed with the *Chippewa* to Port Royal, S. C., and report to Rear-Admiral Du Pont for duty in the South Atlantic Blockading Squadron. I shall leave here to-morrow morning, April 11, in obedience to said orders.

I am, very respectfully, your obedient servant,

A. BRYSON,
Commander.

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

Correspondence between the governor of St. Thomas, West Indies, and Acting Rear-Admiral Wilkes, U. S. Navy, regarding the infringement of the neutrality of that port by United States vessels of war.

Letter from lieutenant-governor of St. Thomas, West Indies, to officer in command of United States vessels in that harbor, transmitting copy of letter to Admiral Wilkes, U. S. Navy.

GOVERNMENT HOUSE,
St. Thomas, April 10, 1863.

SIR: Enclosed I have the honor to communicate to you copy of my letter, dated the 6th instant, to Admiral Wilkes, as commanding the United States vessels of war in the West India Station, the original of which letter has this day been taken charge of by the U. S. consul in this place for transmission to the admiral by the earliest opportunity.

The admiral, who was expected here for some time, having not yet arrived, I have considered it my duty to draw your attention, as the officer in command of the United States vessels of war now in this harbor, to the contents of the letter and the demand therein made in behalf of my Government.

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

ROTHE.

The OFFICER IN COMMAND OF THE U. S. MEN-OF-WAR
IN THE HARBOR OF ST. THOMAS.

[Enclosure.]

GOVERNMENT HOUSE,
St. Thomas, April 6, 1863.

SIR: During my different interviews with your Honor, and especially during my visit on board of the *Vanderbilt* on the 14th last month, I had the pleasure of receiving from you the most courteous and friendly assurance that it was the sincere wish of your Government and of yourself that the United States vessels of war, when in this harbor, should most strictly abstain from and avoid any act that might be considered as an infringement on the sovereign right of the Danish Government over this harbor and the maritime territory of this island, or as injurious to those interests which it is bound to guard and protect.

While I at the same time had the satisfaction of confirming to your Honor that my Government was most anxious to secure to the vessels of war of the U. S. Navy, under the present circumstances, to the same extent as hitherto, those advantages which this harbor offers and which, under all ordinary circumstances, are equally conceded to all vessels of war or merchantmen under the flag of friendly nations, I could not omit stating to your Honor that such concessions could under no circumstances be considered to admit or warrant any acts or proceedings by which the stay of such vessels of war here or on the territory was made use of for the purpose of originating, or making preparations for overhauling and persecuting vessels entering or going out of this harbor.

I did not at that time think it proper to raise any discussion on the question in how far the proceedings against the English steamer, the *Peterhoff*, by the *Vanderbilt* could be considered as acts of the last-mentioned description, while I had no official knowledge of the real nature and final result of those proceedings, and you at the same time did declare that you did not feel warranted to give me any information on said subject.

Since then a succession of facts has forced upon the notice of the authorities here that the stay of the United States man-of-war at this place has been made use of for the just-mentioned purposes with respect to merchant vessels, which, according to their official papers and the general rules for admittance to this port, were qualified to the same privileges and protection enjoyed here by all vessels under the flag of friendly nations. In one instance, viz, the *Neptune*, the U. S. man-of-war *Wachusett*, having altered her station to the entrance of the harbor, did slip her anchor immediately when said vessel went out, persecuted and seized her on the same day, in the vicinity of Crab Island, and returned with 16 men of her crew, which were landed here.

It needs no explanation that proceedings of this kind are injurious to the interests of this place and infringing on that perfect liberty and security on coming to and leaving this harbor and transacting business here, which liberty and safety are indispensable to the welfare of this place as a free port.

With this interest in view, it becomes imperative upon me, in behalf of my Government, to address the distinct demand to your Honor to take the necessary steps to prevent effectually, on the part of the United States men-of-war in this harbor or in the maritime territory of this island, all acts of preparing and commencing the persecution, overhauling, and capture of any vessel admitted to free commercial intercourse with this place, as on the whole all acts and proceedings that may reasonably create uneasiness and insecurity for any class of merchant vessels visiting this harbor.

I feel confident that your Honor will find this, my demand, justified in acknowledged law and justice, as well as in the courtesy which the Danish Government always expects from the U. S. Government and its officers.

Hoping for an early acknowledgment of the receipt of this letter, I beg to repeat to your Honor the assurance that it is the sincere wish of my Government to continue, as hitherto, to secure to the vessels of war of the U. S. Navy the full enjoyment of all those opportunities and facilities offered in this harbor to vessels of all friendly nations.

I have the honor to be, with distinguished consideration, sir, your obedient servant,

ROTHE.

Admiral WILKES,

Commanding the United States Vessels of War on West India Station.

Letter from Lieutenant-Commander Fleming, U. S. Navy, senior officer present, to the lieutenant-governor of St. Thomas, West Indies, denying any infringement of neutrality in that port by United States vessels.

U. S. S. WACHUSETT,
Island of St. Thomas, April 11, 1863.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter of the 10th instant, enclosing copy of a communication dated 6th April, addressed to Rear-Admiral Charles Wilkes, commander in chief of the United States West India Squadron.

My attention, as senior officer present, having been called by your Excellency to the contents of that letter, I have to state that neither this steamer nor any other vessel of war belonging to my Government has remained here for the purpose of originating or making preparations for overhauling and pursuing vessels entering or going out of this harbor. I have to state also that your Excellency has been misinformed with regard to the alleged chase and seizure by this vessel, in the vicinity of Crab Island, of the steamer *Neptune*, returning the same day and landing 16 men of her crew here. It did not occur.

Permit me to renew to your Excellency the assurance that it is the sincere wish of the U. S. Government, myself, and the officers under my command, to cultivate the friendly relations now existing between the Danish Government and our own, and to avoid any act on our part that might have the least tendency to disturb those relations.

I have the honor to be, sir, your most obedient servant,

CHARLES E. FLEMING,

Lieutenant-Commander, Commanding, and Senior Officer Present.

His Excellency the LIEUTENANT-GOVERNOR

OF THE ISLAND OF ST. THOMAS.

Letter from the lieutenant-governor of St. Thomas, West Indies, to Lieutenant-Commander Charles E. Fleming, U. S. Navy, regarding infringement of neutrality.

GOVERNMENT HOUSE,
St. Thomas, April 13, 1863.

SIR: I beg to acknowledge receipt of your esteemed letter of 11th instant, and I regret the mistake of name which has taken place on my part with regard to the *Neptune*. The name of the vessel treated on is the *Dolphin*, not the *Neptune*. As for the facts mentioned, I hope you will find them to be correct.

I have not expressly said in my letter that United States men-of-war "remain here for the purposes, etc.," but the United States men-of-war have, during their stay here, in a succession of instances, made use of such stay for the purposes, etc. Nevertheless, I notice your plain assurance on said point.

I feel gratified by your friendly assurances toward the end of your letter, and I interpret the same as an acknowledgment that the distinct demand, which on the 6th instant I addressed to his Honor Admiral Wilkes, in the letter of which I had the pleasure to forward you a copy on the 9th instant, is perfectly justified in acknowledged law and justice.

I beg to remain, your most obedient servant,

ROTHE.

CHAS. E. FLEMING,
*Commanding Officer of the U. S. Men-of-war
In the Harbor of St. Thomas.*

Letter from lieutenant-governor of St. Thomas, West Indies, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, correcting the name, as stated in previous letter, of English steamer seized by U. S. S. Wachusett.

GOVERNMENT HOUSE,
St. Thomas, April 14, 1863.

SIR: Having ascertained that an error has been committed in copying the letter I on the 6th instant had the honor of forwarding to you through the U. S. consul at St. Thomas, viz, that the name of an English steamer seized in the vicinity of Crab Island by the *Wachusett* was given as the *Neptune*, while its name in reality was the *Dolphin* (16 men of which were after the seizure landed here), I beg to apologize for said error, trusting to your kindness that you will have an alteration made accordingly in the said letter.

I have the honor to be, with distinguished consideration, sir, your obedient servant,

ROTHE.

HON. ADMIRAL WILKES,
Commanding the United States Squadron in the West Indies.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, to the lieutenant-governor of St. Thomas, West Indies, expressing the wish on the part of the U. S. Government to hold the neutral territory of Denmark sacred from violation.

U. S. FLAG-STEAMER VANDERBILT,
Harbor of St. Thomas, April 30, 1863.

SIR: On my anchoring in this harbor this morning I had the honor to receive your Excellency's letter of the 6th of April. As public business calls me away for a few days, I have no time to answer your Excellency's dispatches upon the subject of which you write. I have to state that the information with which your Excellency has been furnished by parties is very far from the truth, as has been already stated in the reply to your Excellency's letter by Lieutenant-Commander Fleming.

On my return, in a few days, I shall have the honor of paying my respects to you and then avail myself of the opportunity of again assuring you of the unaltered disposition on my part, expressed to you in

the communication referred to in your dispatch, to hold the neutral territory of Denmark sacred from any violation by the squadron under my command. This is the great wish of my Government, and I have again to assure you that my exertions will, with all those under my command, be used for this purpose.

Renewing to you my full considerations of your Excellency's attentions to my countrymen and myself,

I have the honor to subscribe myself, your most obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

His Excellency Lieutenant-Governor ROTHE,
Of the Island of St. Thomas.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to the Secretary of the Navy, transmitting correspondence with the lieutenant-governor of St. Thomas, West Indies.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 16, 1863.

SIR: I have the honor to enclose a copy of my letter to Lieutenant-Governor Rothe, of St. Thomas, and his reply, referred to in my letter to the Department numbered 57.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. FLAG-STEAMER VANDERBILT,
St. Thomas, May 13, 1863.

SIR: I had the honor, on my arrival off St. Thomas on the 30th of April last, to address you a note stating that I had received your dispatch of the 6th of April, and that I would at an early day reply to it. Previous to doing so I must acknowledge the attention that the vessels belonging to my squadron have always received in the ports of his Danish Majesty and the uniform kindness bestowed upon myself and officers by his Majesty's representatives.

That some misconception should have arisen in consequence of the presence of our war vessels in your friendly port was naturally to be expected, especially from those who sympathize with the rebellion, but I did not believe they would have the hardihood to make such representations as would afford you any uneasiness about us.

Vessels of war are supposed to be always fully equipped, and no preparations other than those they have already made are needed. Our object in visiting your port is to obtain a supply of coal and provisions, as well as to effect repairs, generally of a trivial character, that the machinery of steam vessels constantly requires.

The idea of our using your harbor to make preparations or of infringing upon your neutral territory has never been conceived, and I flatter myself that when the facts are stated it will not appear that we have in any case done so, but, on the contrary, have avoided making captures when it was ascertained that we were within the limits of his Danish Majesty's territory.

I will now frankly state to you the circumstances under which the *Peterhoff* was made a prize, which, in the conversation I had with you, I was unable to mention. The *Peterhoff*, before her arrival at St. Thomas, was chased by the *Alabama* to the eastward of this port, and she immediately sought these neutral waters, and before being boarded she had reached, according to the bearings, the neutral ground, and, although her character was well known, she was permitted to pass, but the captain of the *Alabama* refused, on being requested, to endorse her papers; she therefore reached your port without hindrance. Had she been overtaken a half mile further from the shore, she would have been made prize of at that time. She remained at St. Thomas some days, refitted alongside of my vessel, and took her departure without being followed by us, or even the idea of doing so. At this time it so happened that the *Vanderbilt* made her appearance off this port, and signal was made to her to overhaul and examine the *Peterhoff*. This she did at some 15 miles from the land, and found, as I had anticipated, that she was without papers or clearance from London. She had upward of 600 tons of cargo, and only bills to show that she had 17 boxes of tea. No manifest was found, nor bills of lading. She had on board several passengers of a suspicious character. One has since proved to be a colonel in the Confederate service. She had also a large dispatch addressed to the Confederate Secretary of War, which was thrown overboard, being well loaded, and sunk. The second officer has given his testimony, on oath, to this effect. Now, as the *Vanderbilt* had not anchored in your port, and had only just arrived from distant service, I presume there will be no doubt in your mind of the fact that there was no preparation made in your port with a view to her capture, and therefore I deem it quite unnecessary to say anything more upon the subject.

I will now revert to the other instances. You are well aware that in a few days after the occurrence above alluded to all the vessels of my squadron left your port, except the *Wachusett*, and she would have done so if her machinery had been in order. She has been long under repair, and is now only waiting for her relief to leave for the United States. After her machinery was in order, it became necessary to try it, and, being ready about the time of the departure of the *Neptune*, she went to sea when she did. The *Neptune* escaped, but has since run the blockade.

The next cases were those of the *Aries* and *Pet*, both of which vessels sailed from here, and no endeavor was made to follow them, the assurance having been given me, although I believed to the contrary, by persons of the highest character in St. Thomas, that they were legitimate and bona fide traders. The first of these vessels has been captured in attempting to run the blockade, and the other is now preparing for the same object at Nassau. Fears, I know, were entertained by the agents for these vessels, and an application was made to you by the parties interested to interfere with our sailing or following them, and which induced you to seek the interview with me just previous to my sailing at that time.

I come now to the last case, that of the *Dolphin*, which the *Wachusett* made a prize of. The *Dolphin*, it was well understood, was loaded with contraband articles, and intended to run the blockade. I believe no one has ventured to deny it. She attempted to escape at night, and was fired at and compelled to return. Two nights after, she was discovered going out, it was supposed, without previous knowledge

of the forts. The *Wachusett* got underway and followed her, as she supposed, but at daylight the next morning it was found that the *Dolphin* was chasing the *Wachusett*, the night being dark, instead of the *Wachusett* chasing the *Dolphin*. The former had no idea it was the *Dolphin* until she was captured, and this was effected some 10 or 12 miles from the shores of Puerto Rico, and entirely without the limits of his Danish Majesty. A part of her crew, some sixteen men, were taken on board of the *Wachusett*, which was obliged again to return to this port, as her boilers had given out. She has been at anchor since, undergoing repairs, until a few days ago, when she made another trial trip and boarded the bark *Intrinsic*, which had left your harbor. I suppose the fact may not then have been known to you. It was all done in open day and in sight of your port, but as those who are acting as agents for the blockade runners had no interest in her, it was not of any consequence in their eyes.

I have great confidence in making the assertion that no act on the part of myself or officers in command can, after a full knowledge of the facts in each of these cases, be construed so as to show an intention on our part to interrupt in any way the commerce of this port. It is not reasonable that we should run the risk of making ourselves unwelcome visitors, especially in view of the fact that we have always been most kindly and hospitably received.

All the regulations of your port have been most scrupulously observed, and no vessels of any description have been either molested or put under surveillance by my squadron. My orders have been very strict to this effect, and I have no reason to believe that they have not been obeyed.

Although well informed of the transactions of the vessels engaged in the contraband trade and the doings of the Confederate agents in this port, you are aware that I have never troubled your Excellency with any complaints, as I did not wish to impede in any way the trade of this port or to call into question the acts of those who are charged with enforcing the established rules and regulations. I conceive, however, that I had a perfect right, and perhaps ought to have called your attention to the operations of the Confederates or those engaged in contraband trade that were passing under the eyes and with the approval or sanction of the authorities in this place, no notice being taken of them, although they were highly prejudicial to our cause and in aid of the rebellion.

The assurance that both his Excellency Governor Birche and yourself have given me that Confederate privateers and pirates would not be permitted to receive any aid or coal here was sufficient to satisfy me that these practices were concealed from you at the very time they were urging complaints against us.

In conclusion, permit me to renew to you the assurance of my determination to cultivate and maintain the friendly relations which exist between his Danish Majesty's Government and my own, and to express to you my appreciation of the courtesy and friendly feeling which have always been extended to me and my officers by yourself and the other Danish authorities.

I have the honor to be, sir, with great respect, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

His Excellency Lieutenant-Governor ROTHE,

Of St. Thomas.

GOVERNMENT HOUSE,
St. Thomas, May 16, 1863.

SIR: I am in receipt of your esteemed letter of 13th instant, and appreciate your acknowledgment of the hospitality tendered to the United States vessels in this harbor, and your wish in return to make said vessels welcome guests to this place. I have no doubt that any misconceivings will easily disappear before such mutual dispositions.

The contents of said letter and your open statement of the objects for which the vessels under your command are sent here, together with your kind assurance of your appreciation of the advantages we are anxious to offer to them for such objects, have been thankfully received by me as a satisfactory acknowledgment of the right and interest of my Government as stated in my letter to you dated 6th of April last.

As for the cases of the *Peterhoff*, *Neptune*, *Dolphin*, and *Intrinsic* (which last case had come to my knowledge, although I did not make it subject to any application to you), I was in some points under a different impression from the one that would result from the explanations you kindly give; still, I can not but acknowledge and record your assurance that in all those cases you have made it a point not to infringe on our rights and the interest of this place, which requires that no persecution of outgoing vessels is immediately commenced from this harbor by any man-of-war.

I regret your expressions that "a contraband trade is carried on at this place, under the eyes and with the approval and sanction of the authorities." This is not the case, and I beg to consider those expressions as founded on misconceptions. The existing laws and regulations, which have not adopted any investigation of imports and exports, are impartially maintained now as before.

Receive my repeated assurance of the high consideration with which I have the honor to be, sir, your most obedient servant,

ROTHE.

His Honor Admiral WILKES,
Commanding the United States West India Squadron.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of cruise by that vessel in Cape Verde Islands.

U. S. S. MOHICAN,
Porto Praya, Cape Verde [Islands], April 11, 1863.

SIR: I have to report to the honorable Secretary of the Navy that I sailed from this port on the 1st day of April on a short cruise to the southward of these islands, after which I stood to the northward, touching at the islands of Brava, Fogo, Saint Vincent, Santa Luzia, Branco, Raza, Saint Nicholas, and returned to this port on the 10th instant, without seeing any suspicious vessels. The health of the officers and crew continues good. In regard to general order relative to correspondence with the Department, I would state that I have no paper on board of the proper dimensions. As soon as I can obtain some I will comply with the regulations.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, of the arrival of U. S. S. Narragansett, Commander Stanly, at Panama, New Granada, with information regarding fitting out of privateers.

U. S. FLAGSHIP LANCASTER,
Callao, Peru, April 11, 1863.

SIR: I have the honor to inform you that the U. S. S. *Narragansett*, Commander Stanly, arrived at Panama February 14, after a cruise up the coast, touching at Punta Arenas, Costa Rica; San Juan, and Realejo, Nicaragua; Amapala, Honduras; La Union and Acajutla, [San] Salvador, and San José, in Guatemala.

Commander Stanly represents that there does not seem to be any probability of privateers being fitted out from any of the places he visited against our commerce, although he met a number of Americans who were traitors to their flag, yet claiming the protection of our Government whenever they anticipated difficulties.

The *Narragansett* has been ordered to take the place of the *Saranac* to cruise between Acapulco and Guaymas, the latter vessel being in such a state as to make it necessary to send her to San Francisco for repairs.

I have the honor to be, very respectfully,

CHAS. H. BELL,

Acting Rear-Admiral, Commanding Pacific Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of arrival at Philadelphia from the Azores.

U. S. STEAM SLOOP TUSCARORA,
April 13, 1863.

SIR: I have the honor to report that, in obedience to your order of February 12, I have brought this ship to Philadelphia.

I left Cadiz on the 17th March and proceeded to Gibraltar to get the latest intelligence from that place. I went to Madeira and Fayal; no privateers had been heard of at either place since the piracies of the *Alabama* in September last.

I sailed from Fayal March 30.

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

T. AUGS. CRAVEN,
Commander.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of capture by that vessel of schooner Olyde.

U. S. S. SONOMA, CAMPECHE BANKS,
Lat. 21° 45' N., Long. 87° 49' W., April 14, 1863.

SIR: I have the honor to inform you that I have this day captured, in latitude and longitude as above, the schooner *Olyde*, sailing under Eng-

lish colors. The *Olyde's* papers are mainly correct, but there is strong presumptive evidence that her cargo, consisting of 156 bales of cotton and 15 barrels of resin, is Confederate property. There is proof that the cotton and resin were taken on board at Laguna from a Confederate schooner, and nothing to show that there was any change of property there or elsewhere.

I have also taken in the prize the two persons who brought the cargo from Mobile to Laguna, who were passengers, with the crew of the Confederate schooner on board the prize at the time of her capture.

I send the *Olyde* to Key West for adjudication, with the captain and crew, in charge of Acting Ensign Charles Norton.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

HON. SECRETARY OF THE NAVY.

Report of Acting Master Williams, U. S. Navy, commanding U. S. ship Ino, of cruise in the vicinity of St. Helena for the purpose of warning American merchantmen against Confederate cruisers and privateers.

U. S. SHIP INO,
Brooklyn Navy Yard, N. Y., April 15, 1863.

SIR: I have the honor to report the arrival of the U. S. ship *Ino*, under my command, at the Brooklyn navy yard, N. Y., on the — instant.

According to instructions from the Navy Department, I sailed from New York on the 5th November, 1862, and on the second day out experienced a very heavy gale from the N. E., carrying away my foreyard and doing other damages to the ship, which forced me off the coast and into low latitudes to repair damages.

I reached the island of St. Helena January 7, 1863, and on my arrival was notified by his Excellency the governor that in twenty-four hours after accomplishing my repairs it was necessary for me to leave, in compliance with the Queen's proclamation. I then cruised in the vicinity of the island and the track of homeward-bound American merchantmen and whalers, notifying all I met of the *Alabama* and other Confederate privateers destroying the Federal commerce in the North Atlantic, and on March 1, 1863, I started for the United States, as my provisions were getting short, and reached New York as above mentioned, having been absent from the United States five months and ten days, and having sailed during that time 18,000 miles. The greatest distance sailed in twenty-four hours was 310, and the least distance for the same time was 13 miles, speaking or communicating by signals with 132 vessels.

The health of the crew has been remarkably good during the whole cruise.

Hoping my proceedings during the cruise may meet your approbation,

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

JAMES M. WILLIAMS,
Acting Master, Commanding U. S. Ship *Ino*.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY YARD [MARE ISLAND], 11 a. m., *April 15, 1863.*

(Received Washington 5 p. m., April 17.)

Steamer *Washington*, price in coin, \$20,000; cost of repairs for two years, \$137,000. *Hermann*, price, \$90,000 in coin; cost of repairs for two years, \$50,000. Each can have 10 guns more. Steam vessels are wanted to check privateering.

THOS. O. SELFRIDGE,
[*Commandant.*]

Hon. GIDEON WELLES
[*Secretary of the Navy.*]

[Endorsement.]

You are authorized, if in your own judgment there is an emergency which demands it, to charter one or more steamers and arm them, the owners of said steamers to run them and keep them in perfect order for sea; Government to furnish only the armament, coal, and fighting crew, with appropriate officers.

[G. V. FOX.]

Letter from the U. S. consul at Matamoras, Mexico, to the Secretary of State, regarding Confederate privateers in that vicinity.

U. S. CONSULATE,
Matamoras, April 15, 1863.

SIR: The port of Brazos Santiago has been made a rendezvous for the Texas navy, and one privateer, schooner rigged, sailed from that port on the 13th.

Having heard that Admiral Farragut was at Galveston, I addressed a letter to him under date of March 13 ultimo, but I have since learned that he had gone up the Mississippi, consequently my letter did not reach him, and on the 15th of the same month I wrote to Colonel [E. J.] Davis, who was at the mouth of the river with the unarmed steamer *Honduras*, to send her off after something that could destroy these privateers, and, not succeeding, I at last wrote to the collector of New Orleans, requesting him to represent the matter in such a light that something might be done. Nothing of a fighting character has as yet appeared, and the rebels are busily at work fitting up two more schooners.

Their intention is, probably, to wait outside and intercept the American vessels that leave this port, of which there are now 13 here.

It is now impossible for an American vessel to get any freight here, and many of them are being sold.

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

L. PIERCE, Jr.,
U. S. Consul.

The SECRETARY OF STATE,
Washington, D. C.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, transmitting account of capture by U. S. S. Vanderbilt, of English steamer Gertrude.

FLAG-STEAMER VANDERBILT,
Off Eleuthera, one of Bahama Isles, April 16, 1863.

SIR: I have to advise you of the capture of the blockade runner *Gertrude*, a steamer of some 450 tons, lately out of Nassau with the intention of running the blockade. Commander O. H. Baldwin will give the particulars in his letter, which I forward to you. The steamer *Gertrude* has been ordered to New York with a prize crew.

I wrote the Department from The Havannah the necessity of the return of the prize crews and officers as soon as possible, or to have others sent to supply the vacancies occasioned by the manning of prizes. We are over 130 men short, particularly in the engineer department. If they could be sent direct to Key West the first of the squadron which touches there can take them on board, and then they can be distributed to the vessels to which they belong. We are so short now that it affects the efficiency of the vessels of the squadron very sensibly, as some have not enough now to man the guns.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

U. S. S. VANDERBILT,
Off the Island of Eleuthera, April 16, 1863.

SIR: I beg leave to inform the Department that the English iron screw steamer *Gertrude*, James Raison, master, was this day made a prize to this vessel off the island of Eleuthera, the nearest land, Harbor Island, being distant 10 miles, bearing S. W. by W. The *Gertrude* has on board an assorted cargo, including 250 barrels of powder, which stamps her as a contraband trader. I have put a prize master, Acting Master W. McGloin, and prize crew on board of her, with orders to proceed to New York and deliver the vessel and papers to the district judge or prize commissioners at that port. No log book can be found as yet.

The *Gertrude* was caught after a hard chase of 28 miles, during which time a part of her cargo was thrown overboard. She was endeavoring to reach Harbor Island. She showed no colors until after three shots had been fired, the latter at her, when she hoisted English colors.

The *Gertrude* left Nassau on or about the 8th of April, and as far as I can learn has since then been off our coast. Failing to run the blockade, she was on her way back to Nassau, when we fell in with her, with only about thirty-six hours' coal on board.

A person, George Oliver, claiming to be a passenger, a native of Maine, but at present a citizen of Charleston, where his family resides, whom we take to be the pilot, I have retained on board of this vessel as a prisoner, to be sent to the United States by the first favorable opportunity. He confesses having been engaged in the coast trade for some time.

I am, very respectfully, your obedient servant,

O. H. BALDWIN,

Acting Lieutenant, U. S. Navy, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, deploring the insufficient force under his command for the capture of U. S. steamers Alabama and Florida (Oreto).

FLAG-STEAMER VANDERBILT,
Off Eleuthera, one of the Bahama Islands, April 16, 1863.

SIR: I have to advise you of my having left Havana on the 11th instant, up to which time I had no advices of the *Juniata* or any other vessel to join me. I regretted this extremely, as I was in hopes to have my squadron so increased as to have had a force off all the British ports in these seas to have rendered it impossible for the *Alabama* or *Oreto* to have entered for coal at the expiration of the ninety days, now approaching, the limits of her Britannic Majesty's proclamation, since they last coaled. The time of the *Alabama* ends on the 26th April, and that of the *Florida* on the 28th May.

Yesterday I communicated with our consul, Mr. Hawley, at Nassau, a great improvement on his predecessor, who was entirely unfit for his situation, and brought disgrace on our country by his habits and conduct. With the present incumbent I am favorably impressed, and have arranged with him to have a communication kept up with the squadron, from which we have been for some time debarred, as I found the former could not be trusted. We anchored at sunset and remained at anchor outside about three hours. Captain Baldwin was served with a copy of the Queen's proclamation, but the officer who brought it stated he was directed to say from the governor, although we had anchored without permission, that the hospitalities of the port would be extended to us. I think they have changed their tune not a little toward us. I had no communication with the authorities.

Had I been joined by the *Juniata*, I should have dispatched two vessels to Bermuda to look after the *Alabama*, but I find it will be impossible to do so and have the ports and cays here closely watched, which is necessary at this time. The *Oreto* had but 95 tons of coal on board when she left Barbados, and that of the *Alabama* must by this time be nearly exhausted, and they must resort to some port, and most likely a British one, for that purpose, where they are sure to meet sympathizers and supply their wants. I am satisfied, had I had the aid of this steamer in December last, with two others, I should have gratified the Department and the country by the capture of the *Alabama* under the system I have adopted.

The capture of the *Gertrude* this morning fully proves what I have repeatedly urged upon the Department, to have efficient vessels on this service, with the highest obtainable speed. Had it been one of the gunboats or other vessels of the squadron she would have escaped and reached the land before overhauled.

I have every confidence that as long as the *Florida* and *Alabama* are in existence that no more effectual plan can be adopted for their capture than that pursued by me, and regret I have not sufficient force to carry it fully into effect. What I can do will be done. I would suggest that the Department dispatch, as speedily as possible, two fast steamers to Bermuda to await the advent of the *Alabama*. We shall keep a strict lookout for her in these waters, as far as my force will permit.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of a steamer being fitted out at Nassau, New Providence, as a privateer for the Confederates.

FLAG-STEAMER VANDERBILT,
Off Eleuthera, one of the Bahama Islands, April 16, 1863.

SIR: I have information which I received at Havana from a reliable source that a steamer is being fitted out at Nassau as a privateer for the Confederates, and Mr. Hawley, our consul, confirms it. She is to be seen lying without the port, but within the adjoining keys, some 3 or 4 miles distant from the town of Nassau; is undergoing repairs and fitting for armament. It is understood at Nassau that she is waiting for a commission and officers. Mr. Hawley has been too recently here to ascertain fully about her, but I feel satisfied that the moment Charleston is taken and the blockade runners stopped great efforts will be made to procure privateer commissions for the fast steamers that are here.

My small force will not permit me to keep up such a watch as will enable me to prevent their exit. Would it not be well to call the attention of Lord Lyons to these doings under the eye of the authorities here?

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of arrival at Cape Verde Islands, keeping a vigilant lookout for piratical vessels.

U. S. S. MOHICAN,
Porto Grande, Cape Verde [Islands], April 17, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port. I found here the American steamer *Che. Kiang*, bound to China. By her I received your letter of 27th March, with duplicate letters dated 21st and 24th January; also Navy Registers for 1863, annual reports of the Department, with various general orders, etc. We have no late news of the piratical vessels.

The last accounts we have they were in the West Indies. They do not seem disposed to come this way. We are keeping a good lookout for them. Our ship continues very healthy.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

Captain, U. S. Navy.

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

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of cruise from April 7 to 20, 1863.

U. S. S. SONOMA,
Off Cape Nicholemo [St. Nicolas Molé?] April 20, 1863.

SIR: In obedience to your instructions of the 7th of this month, I have visited Alacran Reef, where I arrived on the afternoon of the 13th,

and found nothing to excite suspicion. The anchorage is a good and safe one and very accessible. The channel through the reef is well defined, as are all the dangers. For a vessel drawing 18 feet there is no trouble in entering.

On Perez Island there are some fishermen's huts, three of the inhabitants of which I met and from them learned that no vessels, Confederate or otherwise, resorted there; indeed, as the small cays furnish neither wood nor water, the anchorage has no value saving as a shelter.

On Tuesday the 14th, while on my way to Mugerres Island from Alacran, the *Sonoma* captured a vessel loaded with cotton and resin, having on board 156 bales of the former and 16 barrels of the latter. The *Olyde* (the name of the vessel) was under English colors, and was bound from Laguna to Havana. Her papers were generally correct, but, as the cargo came out of a Confederate vessel to the *Olyde*, and as she had the officers and crew of the Confederate on board, with nothing to show a transfer of property, I took possession of the vessel and cargo and sent them into Key West for adjudication in charge of Acting Ensign Charles Norton. The officers and crew of the Confederate schooner are on board the *Sonoma*.

I looked in at Mugerres Island, as directed, and through the American steamer *Hero*, which I boarded just outside the harbor the evening I was off there, learned there was nothing occurring or had occurred there recently.

I stopped also at Grand Cayman, where I had an interview with our consul, who had nothing to communicate. His impressions were that when the *Agrippina* left Grand Cayman, just before our arrival at that place in December, she rendezvoused at Swan Island, where she coaled the *Alabama*; but this hardly corresponds with Captain Blake's statement as to the locality where the *Alabama* about that time coaled.

I deem it my duty to bring to your attention the crippled condition of this vessel, the cylinder and boilers of which are in such a condition as to be entirely unreliable. The injury to both is rapidly increasing by use, and besides the increase of fuel, owing to these causes, which is double in quantity, there is so great a loss of power as to make it impossible to get any speed out of the vessel, and as a chaser she is good for nothing. We were, fortunately, favored with remarkable weather, which enabled us to reach this rendezvous on the day appointed. We were obliged to stop twice to plug tubes, the boilers leaking badly and almost extinguishing the fires—once on Campeche Bank, under Cape Catoche, and at Grand Cayman. I enclose Mr. Rhoades's report upon the subject.

I have the honor to be, your obedient servant,

T. H. STEVENS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Commander Collins, U. S. Navy, commanding U. S. S. *Octorara*, of the seizure by that vessel of the English schooner *W. Y. Leitch*.

U. S. S. OCTORARA,
At Sea, April 20, 1863.

SIR: I have the honor to report that we, this day, at 3 p. m., in latitude about 26° 07' N., longitude about 78° 19' W., seized the English

schooner *W. Y. Lettoh*, of and from Nassau, New Providence, with a cargo of 250 sacks salt (though her clearance gives her only 200), bound to St. John, New Brunswick.

In her certificate of British registry she is described as 60 feet long, 18 $\frac{1}{2}$ feet wide, and 7 $\frac{3}{4}$ feet depth of hold; total tonnage, 35. She was formerly the Charleston pilot boat *No. 2*. She is owned by A. J. Adderly, merchant, of Nassau. I send her to Key West in charge of Acting Ensign J. H. Wiley for adjudication.

The excessive rate of wages—\$60 per month being paid for the mate and \$40 for seamen—her cargo, pretended destination, articles found among the private effects of the crew, and the length of time between clearing and departure from Nassau, all give evidence of her intention to violate the blockade.

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

N. COLLINS,
Commander.

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

Letter from Hon. C. Vanderbilt to the Secretary of the Navy, suggesting plans to insure better safeguard for the Panama mail steamers.

NO. 5 BOWLING GREEN,
New York, April 21, 1863.

DEAR SIR: After consulting with the captains of the steamers employed between this port and Aspinwall, I have come to the conclusion that if it meets with the views of the Department the following arrangement will insure a better safeguard for those steamers and add no more expense to the Department, viz:

To convoy the ships through the Mariguana Passage to Navassa Island, which is about 250 miles distance. This would enable the convoy ships to cruise 100 or 200 miles north of Mariguana Island at intermediate times, which would give them a good opportunity to pick up some of those blockade runners, and if the Department should see proper to allow the man-of-war to make her appearance at Aspinwall once in six or eight weeks it might have a good effect as a terror to the privateers.

The ships will leave New York on the 1st, 11th, and 21st of each month, at noon, except when those dates fall on Sunday, when the day of departure will be the Monday following. They arrive at Mariguana Island in the morning of the fifth day after departure.

If the Department should think well of this, by giving me the information I will direct the ships to proceed that way. On their returning from Aspinwall they will come by Cape [San] Antonio, west end of Cuba, where I think there is but little danger.

Very respectfully, yours,

D. B. ALLEN,
For C. VANDERBILT.

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

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the seizure by that vessel of the English schooner Handy.

U. S. S. OCTORARA,
At Sea, April 22, 1863.

SIR: I have the honor to report that we, this day, at 9 a. m., in latitude about $26^{\circ} 45' N.$, longitude about $70^{\circ} 37' W.$, seized the English schooner *Handy*, of 18 $\frac{1}{10}$ tons burden, of and from Nassau, New Providence, bound to Bermuda, with a cargo of 102 sacks salt and 40 kegs bicarbonate soda. At the time of her capture there was neither land nor any United States vessels in sight. I send her to Key West in charge of Acting Ensign George F. Hollis for adjudication.

Her cargo, pretended destination, size, articles of merchandise found among the private effects of the crew, and the captain's letter of credit found on board (a copy of which is enclosed), are some of the evidences of her intention to run the blockade.

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

N. COLLINS,
Commander.

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

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, to proceed to Santiago de Cuba for coal.

U. S. S. VANDERBILT,
[St.] Nicolas Mole, April 22, 1863.

SIR: We leave here this night for Santiago de Cuba. You will hold on here for three days, at the end of which time you will proceed to Santiago de Cuba and coal, returning here as soon as you have effected that operation, to await my return or orders, keeping a lookout between this and Cape Maysi, and visit Cape Haitien on this island, some 60 miles to the eastward of this, on the north coast. At either this or that place I will probably join you in one of the vessels of the squadron in some ten days' time. Should we not return here immediately, you will know that I have gone on duty elsewhere and time did not permit my return.

After you have coaled you will be as sparing as possible of its consumption.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

[Acting Rear-Admiral,] Commanding West India Squadron.

Commander T. H. STEVENS,
Commanding *Sonoma*.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of the capture by that vessel of English sloop Justina.

U. S. GUNBOAT TIOGA,
At Sea, Lat. $28^{\circ} 12' N.$, Long. $78^{\circ} 34' W.$, April 23, 1863.

SIR: I have the honor to report the capture of the British registered sloop *Justina*, of Nassau, New Providence, Bahamas, of 4 tons, Steven-

son, master, from Indian River, Florida, with 8 bales of cotton for Nassau. Her only papers are the register and a bill of lading for the cotton, given at Indian River March 31. No flag, her captain admitting he threw overboard an English and a rebel flag during chase.

We fell in with her near the above latitude and longitude this morning. She was leaking badly when we first boarded her, and on towing her (4 knots) found the water gained on us so rapidly was compelled to remove the cotton and destroy her, more at the solicitation of her former captain, he giving me a signed paper to that effect; and to insure his sincerity, gave up the above bill of lading to guarantee her condemnation, etc. I shall forward the papers, with the cotton, to whatever port I may be able to ship it for.

I fell in with the U. S. gunboats *Santiago de Ouba* and *Rhode Island* during the last night, bound to Key West for coal; they had seen nothing and no news.

I regret to report the loss of our signal book. The master's mate, A. H. Mandell, who had it in charge, gave it to one of the boat's crew to pass up the side of the *Rhode Island*; in so doing it slipped out of the bag and fell overboard (no doubt of its loss), all owing to the want of proper precaution on the part of the master's mate.

I shall apply to the proper bureau for another, stating the particulars.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron.

Order from the commandant, navy yard, Mare Island, Cal., to Lieutenant-Commander Hopkins, U. S. Navy, commanding U. S. S. Saginaw, to proceed to Vancouver Island, British Columbia, to restrict equipment of Confederate privateers in that vicinity.

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, Cal., April 23, 1863.

SIR: You will proceed in the *Saginaw*, without any unnecessary delay, to ports Angeles and Townsend, in Washington Territory, to Victoria, in the British Possessions, on Vancouver Island, and to such other places in that vicinity as may be necessary for the purpose of obtaining information from the authorities, and from other sources, in relation to the equipment of rebel privateers in those waters.

Intelligence has reached me that efforts are making at Victoria to fit out steamers and other vessels to depredate upon our commerce in the Pacific, and that meetings have been hold in that place for the object of raising means to carry out this infamous project.

If you find, after a sufficient time has elapsed, that no good reason exists for these apprehensions, and that there are no vessels there or at the adjacent ports fitting out or suitable to be fitted out as privateers, or none likely to arrive soon for this purpose, you will, after coaling at Bellingham Bay, return to this place.

On the other hand, should these rumors be confirmed by observation and intelligence from authentic sources, you will remain and take such action in the premises as may prevent the escape of any vessel intended for a so-called Confederate privateer, or lead to her capture outside of British waters. In the execution of this duty due care must be taken not to infringe the neutrality laws.

Be pleased to report your arrival at Puget Sound, how your vessel behaves, and your proceedings from time to time, together with all the knowledge you can derive on the subject of your visit.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Commandant.

Lieutenant-Commander W. E. HOPKINS,
Commanding U. S. S. *Saginaw*, San Francisco, Cal.

[Telegram.]

FLAGSHIP MINNESOTA, *Off Newport News*, 5 p. m.
(Received Norfolk, April 24, 1863.)

The Department by telegraph directs that you proceed to Havana with the *Juniata*, in pursuance of previous orders.

S. P. LEE,
Acting Rear-Admiral.

Commander J. M. B. OLITZ, U. S. Navy,
Commanding U. S. S. *Juniata*.

Order of the Secretary of the Navy to Commander Ransom, U. S. Navy, commanding U. S. S. Mercedita, to report to Acting Rear-Admiral Wilkes, U. S. Navy, for duty in convoying California mail steamers.

NAVY DEPARTMENT, April 25, 1863.

SIR: The U. S. S. *Mercedita* is to be attached to the West India Squadron, at present commanded by Acting Rear-Admiral Charles Wilkes, and her immediate service will be to relieve the U. S. S. *Connecticut* and convoy the California steamers over a part of their route from New York to Aspinwall. As soon, therefore, as she receives her new crew and is otherwise ready, you will proceed with her on this service.

The California steamers leave New York on the 1st, 11th, and 21st of each month, at noon, except when those days fall on Sunday, in which case the day of departure will be the following Monday. Their route will be through the Mariguana Passage, and they arrive at Mariguana on the morning of the fifth day after their departure from New York. You will meet them at this island and convoy them through the passage and as far as Navassa Island. At intermediate times you can cruise in the vicinity of the route for the protection of our commerce and the interception of vessels engaged in carrying contraband of war or violating the blockade, taking care always to be at the proper point in due season to convoy the steamers.

A coal station has been established at Cape Haitien Harbor, from which your supplies of fuel can be drawn.

Avail yourself of the earliest opportunity to report, by letter, to Acting Rear-Admiral Wilkes after arriving on the station, and send him a copy of these instructions.

The steamers returning from Aspinwall will come by Cape [San] Antonio, west end of Cuba, where, it is thought, little danger is to be apprehended.

Inform the Department a few days in advance of the proposed day of your departure, so that it may advise the agent of the steamers.

Transmitted herewith are copies of recent general orders of the Department.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander GEO. M. RANSOM,
Commanding U. S. S. Mercedita, Boston.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Wyman, U. S. Navy, to proceed to Key West, Fla., for the command of U. S. S. Santiago de Cuba.

FLAG-STEAMER VANDERBILT,
At Sea, April 25, 1863.

SIR: You will take passage in the *Sonoma*, which vessel will, after coaling, proceed to Key West, where you will find the *Santiago de Cuba*, Captain Ridgely, whom you will relieve of his command, agreeable to orders from the honorable Secretary of the Navy. The *Santiago de Cuba*, according to the last advices from Captain Ridgely, has proceeded to Key West, with the *Rhode Island* in company, to coal. I make no doubt that Captain Ridgely has had good reasons for acting as he has, but it has greatly deranged my plans and will leave this Windward Passage for a short time unoccupied, which was not my intention. I felt confident he would have returned here, after visiting the islands to the northward, to have met me, and should have coaled again at Santiago de Cuba, in which case you would have relieved him at that point. I send orders to Commander Trenchard for your cruising after you shall have taken command.

On taking command of the *Santiago de Cuba*, Captain Ridgely will turn over to you all his instructions and orders issued to him and the squadron.

I need not say to you that your detention at Key West must be limited to the shortest possible time.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

[*Acting Rear-Admiral,*] *Commanding West India Squadron.*

Commander R. H. WYMAN, U. S. Navy.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, relative to cruising in search of C. S. S. Alabama.

FLAG-STEAMER VANDERBILT,
At Sea, April 25, 1863.

SIR: You will coal and make such repairs as may be necessary, fill up with provisions and small stores and clothing for six months, and return to St. Nicolas Mole by the way of the North West New Providence Channel, stopping at Nassau, communicating there with Mr. Hawley,

to whom I have directed the accompanying dispatches, a duplicate of which I have forwarded by the way of Havana. After visiting Nassau you will touch at Fortune Island, looking in at the other islands in the vicinity, and repair to Cape Haitien, where you will find the *National Guard* lying. You will fill up with coal from her, and then proceed off the island of Jamaica. I desire that a strict watch should be kept about this island, as I have no doubt it may be one of the stations to which the *Alabama* may resort to coal, since the ninety days allotted by her Britannic Majesty have expired. His favored reception there and the aid given him is most likely to cause him to return.

The *Santiago de Cuba* will cruise, as she has been doing, in company with the *Rhode Island* for the present.

If the *Rhode Island* should be ready first, Wilson, the pilot now on board the *Santiago de Cuba*, should be transferred to her, and she will make the cruise designated above, when the *Santiago de Cuba* (or *Rhode Island*, if detained) will pass up the Old Bahama Channel to join at Cape Haitien (or [St.] Nicolas Mole) to fill up with coal. After coaling at Key West, one of the vessels will touch at The Havannah to procure dispatches and letters for me and the squadron, or any packages or boxes which may be there. They will be left on board the *National Guard* at Cape Haitien. It is to be understood that should you get reliable information relative to the *Alabama*, and find it impossible to leave the locality, you will at once send a small vessel and dispatches to Cape Haitien with news for me. Cape Haitien may be considered our headquarters for the present, where the *National Guard* will be stationed, where you will find orders in case I should touch there, and leave your reports of proceedings, etc.

I am, most respectfully, your obedient servant,

[CHARLES WILKES,]

[Acting Rear-Admiral,] Commanding West India Squadron.

Commander S. D. TRENCHARD, U. S. Navy,
Commanding Steamer *Rhode Island*.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, relative to transfer of command.

FLAG-STEAMER VANDERBILT,
At Sea, April 25, 1863.

SIR: Commander Wyman is directed to take passage with you to Key West, where you will proceed, after coaling at Santiago de Cuba, by the south side of the island of Cuba, touching in at Cienfuegos.

On reaching Key West, should you hear of the arrival of your relief, you will at once transfer the command of the *Sonoma* over to him. You will keep the *Sonoma* in as good condition as possible, and after coaling and making such repairs as you may deem necessary, proceed to The Havannah or Matanzas, and communicate with our acting consul-general, Thomas Savage, who will inform you of any rebel vessels that may be about to sail from The Havannah, or any news in relation to them, on which you will act to the best of your judgment. In case of your being relieved or finding a relief waiting for you, ordered by the Department at Key West or Havana, you will consider yourself at liberty to transfer your command over to him. This is done to prevent any delay to you in case of your orders being enclosed to me.

You will report to me by the first opportunity, sending it to the consul-general at Havana to be forwarded here.

The instructions given to you heretofore will be the guide for your cruising in the neighborhood and off The Havannah, which will be turned over to your successor to guide him prior to receiving further orders from me.

Should the steamer from The Havannah arrive before your departure from Santiago de Cuba, and have a package directed to me, you will open it and take out any letters that may be for yourself, Commander Wyman, or your officers and men. Envelope the balance and direct them to be put on board the same steamer, if she is bound to St. Thomas, with the understanding that they will be delivered to any of our cruisers that may fall in with her.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

[Acting Rear-Admiral,] Commanding West India Squadron.

Commander T. H. STEVENS,

Commanding Steamer *Sonoma*.

Report of the commandant navy yard, Mare Island, Cal., regarding measures for the defense of San Francisco.

COMMANDANT'S OFFICE,

Navy Yard, Mare Island, Cal., April 25, 1863.

SIR: I have the honor to acknowledge the receipt of your telegram of the 21st instant authorizing me to charter steamers for the use of the Government should any emergency require it.

The mercantile community of San Francisco have expressed much anxiety in regard to the disturbance of the commerce on this coast by rebel steamers, and in consequence of this expression I was induced to say in my telegram of April 15 that more steamers were required to check privateering.

If there could be a larger naval force of steamers in these waters it is very probable that it would deter, at least, the equipment of privateers.

The *Cyane* has come to the yard for repairs, and the *Saranac* is lying at San Francisco for the same object.

In the present posture of affairs I do not, however, think it wise or prudent to have both here under repairs at the same time while we have no vessels to take their places, and in accordance I shall direct the *Saranac* to remain at San Francisco until I can hear from Acting Rear-Admiral Bell on the subject.

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

THOS. O. SELFRIDGE,
Commandant.

Hon. CIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Mare Island, Cal., regarding the equipment of Confederate privateers.

COMMANDANT'S OFFICE,

Navy Yard, Mare Island, Cal., April 25, 1863.

SIR: I have the honor to report that the *Saginaw* has been dispatched to Puget Sound, the collector of the port of San Francisco having

informed me that he had advices from the U. S. consul at Victoria in relation to proceedings there by persons hostile to the U. S. Government to raise the means for fitting out privateers under the so-called Confederate flag to prey upon our commerce in these seas.

Herewith enclosed I transmit a copy of my instructions to the commander of the *Saginaw*.*

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

THOS. O. SELFRIDGE,
Commandant.

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

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of intended departure for Japan for the protection of American interests there.

U. S. S. WYOMING,
Lymoon Pass, near Hongkong, April 27, 1863.

SIR: I have the honor to acknowledge the receipt of duplicate and triplicate orders of the 26th January, through the house of A. Lowe & Co., to proceed to the Strait of Sunda.

In my dispatch of the 8th instant, I reported the extent of injuries sustained in the harbor of Swatow. On the 22d the repairs were completed and the ship put afloat. Getting on board our coal and ammunition, I left Amoy on the evening of the 24th and arrived at this anchorage yesterday, to fill up with coal and provisions and proceed south, in obedience to your orders of the 26th January. To day I received the enclosed copies of letters from General Pruyt, our minister in Japan, marked A and B, also C, from our consul at Nagasaki, requesting the presence of this ship during the troubles pending between Japan and England.

Your order of the 26th January to proceed to the Strait of Sunda and to be governed in my stay there by circumstances was based on the supposition that the *Alabama* would make her way to China, as nothing had been heard of her since the 7th December up to January 26, the date of your order.

By the New York Herald of the 25th February it is stated that the brig *Golden Rule* was captured by the *Alabama* on the 26th January and the brig *Chastelain* on the 27th, off the island of San Domingo. I therefore conclude she has not sailed for the East.

In consideration of the urgent appeal of General Pruyt I feel it my duty for the present to proceed immediately to Japan to give such protection as in my power to our countrymen there during the pending difficulties, after which proceed south.

I trust my course may meet your approbation.

Very respectfully, your obedient servant,

D. McDOUGAL,
Commander.

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

*See p. 165.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, of continuance of duty as convoy to mail steamers.

U. S. S. CONNECTICUT,
Bay of Aspinwall, April 27, 1863.

SIR: I respectfully report that we continue to act as convoy to the mail steamers.

The ship is losing her copper fast on both sides. Below the water line it is broken and rolled up from stem to stern, which affects her speed and increases the consumption of coal. My object in presenting these facts is to prevent the sea worm, which is very destructive in this sea, especially in the bay of Aspinwall, from getting into the planking.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, of intended departure from Callao, Peru, for San Francisco, Cal.

U. S. FLAG-SHIP LANCASTER,
Bay of Callao, April 27, 1863.

SIR: I have the honor to inform the Department that if nothing prevents I shall leave this place for Panama soon after the arrival of our mail by the steamer expected on the 3d May. On our way up I shall probably touch at Payta for a day or two only.

Unless directed otherwise by the Department, I shall leave Panama, soon after the arrival of the mail on June 10, for Acapulco and the Mexican coast in the vicinity, and from thence proceed to San Francisco. I am anxious to get there, as soon as other duties will permit, to hasten the repairs of the *Saranac* and *Oyane*, and to afford protection to the city and its vicinity until other means are provided.

Should the Department have any particular instructions for me I will receive them before leaving Panama if sent by the steamer which leaves New York for Aspinwall on June 1.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Letter from the governor of Massachusetts to the President of the United States requesting the presence of an ironclad vessel of war for the protection of the Massachusetts harbors.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, April 27, 1863.

SIR: I beg to request you to consider the importance of detailing immediately an ironclad vessel of war for the exclusive duty of protecting the harbors of the Massachusetts coast, and particularly the harbor of Boston.

Within cannon shot of the statehouse in Boston a population [of] more than 500,000 in number resides and an amount of private property is situated assessed at a value of more than \$500,000,000; and within the same distance are included the Federal custom-house and subtreasury, the navy yard at Charlestown, the Federal arsenal at Watertown, the State arsenal at Cambridge, two important gun foundries, one of them among the largest in the country; several iron-plate rolling mills, and shipyards in which, besides numerous wooden vessels of war, no less than six ironclad vessels are being built for the Navy Department. Nevertheless, the fortifications which guard this vast aggregate of social, commercial, political, and military interests are provided with less than one-fifth of the ordnance for which they are designed. In the principal work—Fort Warren, on George's Island—there is not a single gun of more than 8 inches caliber, and even the few which are there mounted of that caliber are, together with their carriages, mostly of old and abandoned patterns.

Not a single Federal vessel of war cruises in Massachusetts Bay for the protection of its coast and commerce, nor has the Federal commander at Fort Warren any authority to detain and examine suspicious vessels or any steamer or cutter with which to execute such authority if it should be conferred on him; and the same want of protection is true of the southern Massachusetts coast, where through the Vineyard Sound 90,000 vessels have been counted as passing Gay Head light in the course of twelve months.

In event of foreign war the harbor of Boston can be well defended against the concerted attack of a foreign fleet, for its narrow channels can readily be obstructed so as to detain the vessels of the enemy under the fire of the forts, but at present, with those channels open to the commerce of the world, a daring commander of a single swift ironclad steamer, like the *Alabama*, can undertake, with fair prospect of success, to suddenly run past the forts and appear before the city.

Lieutenant-Colonel Alexander, of the Corps of Engineers, states to me that he considers the present strength of the fortifications and their armament of New York Harbor to be relatively five times greater than those of Boston Harbor. With our forts, therefore, so inadequately armed, the only efficient protection Boston Harbor can have against the possible incursion of a single swift rebel steamer is by stationing here a Federal ironclad vessel which would be able to attack and sink such a rebel steamer when it should have entered the port. If I had not been interrupted last year by the Navy Department in preparations which I had made to build an ironclad war steamer, the State of Massachusetts would now have such a vessel in her own possession. The plans for it had been made, and parties stood ready to contract for its construction, when a protest against my proceeding with the work was received from the Navy Department, and I abandoned it in deference to that protest.

I feel, therefore, that I may urge the request for a Federal ironclad vessel to be stationed here immediately, with additional force, for that reason; and I most respectfully but firmly urge it upon your attention as a matter of right that such a vessel may be at once assigned to this duty. If it is a question of pecuniary consideration to the Federal Government, I am ready and hereby offer to buy such a vessel from the United States and to pay for it immediately in cash.

The anxiety of this whole community for protection from sudden incursion by sea, the vast material interests at stake, and my own conscious-

ness of the reasonable character of my request, unite to induce me to ask an early reply to this communication.

I have the honor to be, sir, with the highest respect, your obedient servant,

JOHN A. ANDREW,
Governor of Massachusetts.

The PRESIDENT OF THE UNITED STATES.

(Telegram.)

NAVY YARD, MARE ISLAND, *April 28, 1863.*
(Received Washington 12:28 a. m., April 29.)

I have sent the *Saginaw* to Puget Sound on important service. The *Cyane* is here, and the *Saranac* at San Francisco, for repairs.

THOS. O. SELFRIDGE,
[*Commandant.*]

Hon. G. WELLES,
[*Secretary of the Navy.*]

Letter from the governor of Massachusetts to the Secretary of the Navy urging the presence of an ironclad vessel of war for the protection of Massachusetts harbors.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, April 28, 1863.

SIR: I respectfully urge on your attention the subject of a letter yesterday* addressed by me to the President of the United States, of which a copy is herewith enclosed. I presume that the matter will, in its ordinary course, be first referred to your Department by the President; and yet I trust it will not be deemed, either by the President or by yourself, improper on my part, if I ventured directly to communicate to your Department the views and wishes entertained upon a subject so vital to our interests and even our actual safety. Finding the executive department of this Commonwealth charged by the legislature with the duty of doing its utmost for our coast defenses, with \$1,000,000 appropriated subject to our own discretion in the manner of its use, I am, after many days of careful exploration, compelled to the conclusion that the only act possible of immediate utility and likely to impart early relief to the public mind is to procure the assignment of an ironclad steam vessel, with its complete armament ready for any service, to the separate defense of our principal harbor.

I am prepared to cooperate most heartily with the Government of the United States in any measures it may deem most advisable for the common good. In that spirit we ceased operations last winter a year ago, when we had determined to build an armed vessel of the monitor class for the defense of Massachusetts. And I trust, especially when, in the judgment of those well able to form a just opinion, the harbor of Boston is not more than one-fifth as well defended as the harbor of New York, the memorial I have had the honor to make to the Government of the United States in this behalf will not fail to receive an early and affirmative answer.

* See p. 171.

I do not forget the necessity of resorting to temporary harbor obstructions, but with the present inadequate armament of our fortifications and the slow progress with which heavy ordnance will be furnished for a long time to come, it seems to me that the resort becomes one of absolute necessity to the additional defensive agency of an iron armored and turreted vessel of war. I know that objections may be urged to the efficiency of such a vessel used for such a purpose, and yet I consider that our present practical danger comes only from a few vessels now afloat, and not from a powerful fleet likely to be concentrated at one point. Therefore, the fortifications of Boston Harbor, aided by one of the armored monitors, would be able to cripple any force at present likely to assail us. Investigations are on foot with a view to creating temporary obstructions to intercept the progress of intruders. Time and skill, however, can remove them. Thus, then, we must have some active force prepared to make an onset and to aid the few guns of our forts in punishing the enemy during the time the obstructions may detain him within reach of their fires.

I have the honor to be, with great respect, your obedient servant,

JOHN A. ANDREW,
[Governor.]

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

Letter from the governor of Massachusetts to Hon. Charles Sumner requesting authority for the immediate preparation of U. S. ship of the line Ohio for the protection of the Massachusetts coast.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, April 28, 1863.

MY DEAR SIR: Since finishing my letter to you, Mr. Lincoln, our mayor, has called, having visited the navy yard, and brings from Commodore Montgomery, who commands at the navy yard, the statement that if he can be authorized he will immediately prepare the *Ohio* with a full battery and set her to cruising at the mouth of the harbor, and by that means afford a powerful defensive agent competent to engage any ordinary enemy. While we await the preparation of a vessel of the monitor class, the presence of such a ship of war in our waters would allay much apprehension. Captain W. T. Glidden, of Glidden & Williams, was in company with the mayor, and [at] the interview with Commodore Montgomery. He, too, was impressed with the views of the commodore, who felt that he could prepare the *Ohio* to cope fearlessly with any ship now afloat under the Confederate flag.

I pray you to get full orders and discretionary power to Commodore Montgomery to further his plan. This can be accomplished with little delay.

Yours, faithfully,

JOHN A. ANDREW,
Governor.

Hon. CHS. SUMNER,
U. S. Senate, Washington, D. C.

P. S.—The *Ohio* or any other vessel should be covered by the orders.

Report of Commander Olitz, U. S. Navy, commanding U. S. S. Juniata, of the capture by that vessel of Confederate schooner Harvest.

U. S. STEAM SLOOP JUNIATA,
At Sea, April 30, 1863.

SIR: I have to inform you that at 9 p. m., when in latitude 28° 41' N., longitude 75° 42' W., discovered a sail, stood for and boarded her. She proved to be the schooner *Harvest*, of South Edisto (Wilton) [Wills-town], S. C., without colors and also without papers, six days out, bound for Nassau, New Providence, loaded with cotton.

I then took possession of and sent her to the port of Philadelphia in charge of Acting Master's Mate Wm. A. Ordway and a prize crew of 5 men, consisting of 1 quarter gunner, 1 seaman, and 3 landsmen.

I send the muster roll of the officers and crew of this vessel by the prize master of the prize schooner *Harvest*.

At the time of the capture no vessel was in sight.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, Commanding U. S. S. Juniata.

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

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, of cruise in search of C. S. S. Alabama.

U. S. S. ALABAMA,
St. Pierre, Martinique, May 1, 1863.

ADMIRAL: Since my last report to you from this place, dated 9th April, I have been to Pointe à Pitre, in company with the *Oneida*, and filled both vessels with coal, leaving a stock of less than 100 tons in the hands of the consul. I returned to this port on the 21st ultimo. Nothing of interest occurred until, on the morning of the 25th ultimo, the U. S. consul came on board with a negro, who made the following statement: That on the evening of the 23d he saw a strange steamer anchored in Galion Bay. On the morning of the 24th he saw her there still, and she was getting coal from a French schooner. Some one told him that the steamer was the *Alabama*. He came over at once to give the information, and only arrived that morning. As soon as I could procure a pilot from the shore I started, with the *Oneida* in company, and arrived in Galion Bay in the afternoon, but found nothing there of a suspicious character. I anchored and sent a boat on shore to make enquiries and directed Lieutenant-Commander Allen to send a boat to a French bark in the bay. Whites and blacks on shore concurred in saying that there had been no steamer in there and they had heard of none anywhere about. The information from the French bark and a schooner was to the same effect.

At 10 p. m. the commissary of Trinité came on board to enquire who we were and what we wanted. He was accompanied by three other persons, one of whom represented himself as a Government pilot. This person assured me that no steamer had been in Galion Bay, but that he had heard, just before leaving Trinité, that there was or had been one in Robert Bay [Harbor]. In consequence of this report I directed Lieutenant-Commander Allen the next morning to send a boat and examine that bay. The officer reported that he had done so, had landed and ascended a high hill where he had a view of the whole bay, and questioned some people he met, who told him that no steamer had been in there. Dur-

ing my interview with the commissary he asked if we had any pilot. I told him I had a man from Guadeloupe, who acted as coast pilot among the islands. He then asked if I had not a Martinique man on board, and, upon my reply in the affirmative, requested to see him. After examining his papers and questioning him, the commissary stated to me that he regretted very much that his duty compelled him to deprive me of the man's services by taking him on shore, as he was liable to draft for the navy, and, having left St. Pierre without permission, must be considered as a deserter; furthermore, that he had violated law in acting as a pilot and bringing a foreign vessel into that port, and was also violating neutrality by serving on board an American vessel of war. I might have refused to deliver the man up, but being in a port of the island in which I had hired him, I deemed it best to do so. The commissary then said he must take the man from Guadeloupe on the same grounds, to which I replied that this man was on board by your orders (I felt sure), with the knowledge of the authorities of Guadeloupe, and I could not give him up except by your orders or on the demand of those authorities. He then made a formal demand for him, to which I declined acceding. He had, in the course of our interview, offered the services of the Government pilot to take the ships to sea if I would land him at Caravelle Point, but I declined doing so, as I might not go in that direction.

I afterwards made a formal request for a pilot to take the ships to sea, which was refused by the commissary on the ground that he had no authority to do so. On Monday morning, 27th, I went to sea, and stood to the southward on the outer edge of the reef, examining the coast carefully, but saw nothing except a brig and one or two small droghers in François Bay [Pass]. Arrived off this port again in the evening, communicated with the consul, and went to the westward 50 or 60 miles and passed most of the next day, 28th, in great-gun and small-arm practice. Returned here on the morning of the 30th, and, learning from the consul that the pilot had been released without punishment, came in and anchored.

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

ED. T. NICHOLS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Letter from the Secretary of the Navy to the governor of Massachusetts, responding to the suggestions of the latter regarding protection for the coast of that State.

NAVY DEPARTMENT, *May 2, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 28th ultimo, relative to the coast defenses of Massachusetts and especially of the harbor of Boston. You also enclose a communication to the President on the same subject.

Among the suggestions urged by you on the consideration of the Federal Government is one for an ironclad steamer to be stationed at Boston. We have not, however, a vessel of this description that can be spared from other duty and appropriated to that object at this time. Nor, with due deference, do I think that such a vessel is the best adapted to the coast defenses of Massachusetts and New England, although it might be more useful, perhaps, in the harbor of Boston should a roving privateer or pirate make its appearance at that port.

But the turreted vessels which we have, while admirably adapted for harbor defense and operations on the coast, are not vessels of speed, and therefore would not be efficient, except at a single point. It has appeared to me that, to guard against the improbable but possible contingency of a hasty descent by one or more of these rovers upon some unprepared place upon the coast, it might be a wise precaution to have a fast cruiser stationed at Boston and always prepared for service. Such a vessel, besides affording security to Boston and its immediate vicinity, would, on receiving intelligence from any place on the coast, by telegraph or otherwise, proceed at once to the scene of danger, and with a probability of capturing the invader.

For the extensive coast of New England such a vessel would be more efficient than one of the ironclads. We can at this time ill spare one of our fast cruisers for such a service, but it may be a wise and advisable precaution demanded by the great population and interests involved. The Department will, therefore, make it a point to have a cruiser stationed at Boston.

Your suggestions, made through Senator Sumner, that a battery be placed on the *Ohio* shall have immediate attention, and, although we can not fit her for cruising, she will afford additional security to Boston.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

His Excellency JOHN A. ANDREW,
Governor of the State of Massachusetts.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Lieutenant-Commander Allen, U. S. Navy, commanding U. S. S. Oneida, to proceed to St. Thomas, West Indies.

FLAG-STEAMER VANDERBILT,
St. Pierre, Martinique, May 2, 1863.

SIR: You will proceed immediately with the *Oneida* to the harbor of St. Thomas, and on your arrival there fill up with coal and take on board provisions and small stores, if you need them, to last not less than three months. On application, the U. S. consul, Mr. Edgar, will afford you all the assistance you may need.

You will remain at St. Thomas until further orders.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Lieutenant-Commander W. N. ALLEN,
Commanding U. S. S. Oneida.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of arrival at Batavia, Java.

U. S. SHIP JAMESTOWN,
Batavia Roads, May 3, 1863.

SIR: I have to inform the Department of the arrival here of this ship on the 29th ultimo, after touching at Anjer for a few hours.

I was short of bread and wood, which induced me to stop here, as well as for information. I spoke an American ship in the Strait of Sunda, bound to Hongkong, for sale at that place; also another at this place, from Boston, with ice. Neither of them saw or heard of any privateers on the way.

* * * * *

I recommend that warrants be given to Acting Boatswain Robert Anderson and Acting Gunner Geo. L. Albro, both of whom have served the probation required in a very satisfactory manner.

I shall leave in a day or two for the China Sea and Macao.

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

CICERO PRICE,
Captain.

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

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, relative to cruising.

FLAG-STEAMER VANDERBILT,
Fort Royal, Martinique, May 3, 1863.

SIR: You will visit the island of Barbados and return to communicate with this island, thence to Pointe à Pitre to take in some coal, if necessary, and proceed up through this chain of islands to coal and fill up with provisions and small stores at St. Thomas, where you will find me or orders.

As the consul at St. Thomas is now authorized to draw for funds, payable in specie, you will make a requisition on him for the amount your vessel will require for three months. When at St. Thomas, if possible, I would have you order your lever beam to be strapped with wrought-iron bars its whole length. When properly fitted they may be shrunk on by the application of charcoal heat in small furnaces without the removal of the lever.

You will duly apportion your time so as to reach St. Thomas before your supplies are exhausted.

I am, respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Commander E. T. NICHOLS, U. S. Navy,
Commanding Steamer Alabama.

Letter from the governor of Massachusetts to the Secretary of the Navy, regarding means for the protection of the Massachusetts coast.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, May 4, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 2d instant.

I am highly gratified by your suggestion that it may be decided by the Navy Department to "station a fast-sailing cruiser in the harbor

of Boston, always prepared for service, and able, on receiving intelligence from any place on the coast, by telegraph or otherwise, to proceed at once to the scene of danger and with a probability of capturing the invader."

It is manifest that for the extensive coast of New England such a vessel is desirable, and is adapted to the performance of important services impossible to be rendered by the armored floating batteries of the monitor class. I urge the early dedication of one of the ironclads now in process of construction here to the protection of our coast, having in view especially the harbor of Boston. I do so in full recollection and with full comprehension of the limitations which pertain to that class of war vessels. I am aware that they are not properly seagoing craft, that they are very slow, work heavily against a current or a tide, are liable to founder, and the like, but I am painfully sensible to the inadequate character of the armament of our fortifications, and, although we are at work endeavoring through the agency of a competent commission of enquiry to ascertain and secure an appropriate method for the obstruction of the channels, so as to hold out an intruder at proper points of distance from the city and at convenient points for the action against them of the guns in our forts, still, admitting that to have been accomplished, I believe it is clear and that it conforms to the judgment of the Engineer Corps that the system of defenses for the harbor of Boston will still remain inadequate and be incomplete without the addition of a floating battery. To this end I desire the assignment of one of the monitors.

I should feel less anxiety if I could see any probability that the proper armament of the fortifications on Castle Island, George's Island, and Governor's Island, including the heavy Rodman gun and the rifled Parrott gun, would be supplied at any early day. But, unless guns are imported in large numbers and immediately, I can not yet, and after much enquiry, perceive where are the sources in this country of supply of heavy ordnance at all commensurate to the demand. Meanwhile, and as a protection against such craft as the *Alabama* is, I have respectfully petitioned, and do now repeat the petition, that the *Ohio*, or the best available ship of war in the Charlestown navy yard, may receive on board the best battery possible and may be ordered to some point in Boston Harbor where she may best successfully attack an invader. If Commodore Montgomery shall receive sufficient orders he does not hesitate to declare the opinion that the *Ohio* may be rendered, with the powerful battery she is adapted to carry, entirely able to destroy one, or even two such vessels as the *Alabama*, before they could seriously injure Boston. A fast vessel is needed to act as occasion may demand, moving with celerity from point to point along our line of coast. All vessels, I submit, ought to be compelled to lay to and report themselves to a boarding officer before passing the range of the guns of Fort Warren. In order to carry into effect such a regulation a fast seagoing armed steamer seems to be necessary.

All I have said and written is influenced by my impression of two necessities; one of them is a present and immediate necessity, to wit, that of being able to prevent a single steamer of war like the *Alabama* from being enabled to visit, humiliate, and lay under disastrous contribution a rich and tempting community like that of the capital of Massachusetts.

Probably no exploit of which the rebels and their sympathizers can conceive could afford, by its successful accomplishment, a keener delight,

Nor would I hesitate a moment to peril anything personal to myself of life or hope, this side of Heaven, in order to prevent it, nor, indeed, is any man's life so precious that it would not be a cheap offering if it were necessary and if it could be effectual.

The second necessity is one more remote and more contingent, I agree, but still, I apprehend, not unlikely and not very far off. I allude to the likelihood of foreign war. Perhaps this may not come, but I suppose that we can not assume our final escape from that trial, and I respectfully suggest that one of our means of avoiding foreign war will be the successful demonstration of martial and naval power, not only in acts of offense against the rebel armies and the seats of rebel power, but also of unconquered and invincible defense at home against their raids both by land and sea.

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

JOHN A. ANDREW,
Governor of Massachusetts.

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

Report of Commander Olitz, U. S. Navy, commanding U. S. S. Juniata, of arrival at Havana, Cuba, from Fortress Monroe, Va.

U. S. S. JUNIATA,
Havana, May 5, 1863.

SIR: I have to inform you that I arrived at this place to-day with the *Juniata* under my command, having sailed from Fortress Monroe on the 26th of April. Your order of April (no date), 1863, has been received. I hope to be able to get to sea in course of two or three days.

I have sent to Thos. Savage, esq., vice-consul-general of this place, all dispatches, letters, letter bags, etc., addressed to you.

I have the honor to be, your obedient servant,

J. M. B. OLITZ,
Commander.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding change of arrangements for convoy of California steamers.

NAVY DEPARTMENT, *May 6, 1863.*

SIR: The coal ship *National Guard* sailed from New York on the 1st instant for Cape Haitien.

At the request of the owner of the California line of steamers the Department has made a different arrangement for convoying them. They will hereafter, on the outward trip, take the Mariguana Passage, and the Department has assigned to the *Mercedita*, Commander G. M. Ransom, the special duty of convoying the steamers from Mariguana Island to the island of Navassa. On their homeward trip they will come by Cape [San] Antonio, where little danger is to be apprehended,

and consequently the *Connecticut* is to be withdrawn from the special service of affording them convoy as soon as the *Mercedita* enters upon her duty.

The *Mercedita* is to be attached to your squadron, and Commander Ransom has been directed to report to you by letter by the first opportunity and furnish you with a copy of his instructions. The Department, however, does not wish you to divert the *Mercedita* from the special duty assigned unless you supply her place with a suitable steamer.

The days of sailing of the steamers from New York have been changed to the 3d, 13th, and 23d of each month, except when those days fall on Sunday, when they depart the following Monday.

The *Mercedita* is expected to leave Boston to-morrow.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding U. S. West India Squadron, Havana, Cuba.

Order of the Secretary of the Navy to Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, to return to New York on the arrival of U. S. S. Mercedita for duty as convoy steamer.

NAVY DEPARTMENT, May 6, 1863.

SIR: The U. S. S. *Mercedita* has been detailed to convoy the California steamers on the outward trip through the Mariguana Passage, and as they come by Cape [San] Antonio on the homeward trip, no convoy is considered necessary. When, therefore, you learn at Aspinwall that the *Mercedita* has entered upon the duty assigned, and has actually convoyed one of the outward steamers, you will return with the U. S. S. *Connecticut* to New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Commander GEO. H. COOPER,
Commanding U. S. S. Connecticut, Aspinwall, New Granada.

Letter from the Secretary of the Navy to the governor of Massachusetts, stating that no monitor is available for the protection of Boston Harbor.

NAVY DEPARTMENT, May 7, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 4th instant, in which you request that one of the monitors may be assigned for the defense of Boston Harbor, and to state in reply that there is no vessel of that class at this time available.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

His Excellency JOHN A. ANDREW,
Governor of Massachusetts, Boston.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, of the sailing of that vessel as convoy.

U. S. S. CONNECTICUT,
Bay of Aspinwall, May 7, 1863.

SIR: I respectfully report that we will sail to convoy the mail steamer *Ocean Queen*.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron.

NAVY DEPARTMENT, May 8, 1863.

SIR: Please inform the Department why the *Oneida* has not been returned to Rear-Admiral Farragut's squadron, agreeably to its order.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron, Havana, Cuba.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of immediate departure for the coast of Brazil in search of C. S. S. Florida.

U. S. S. MOHICAN,
Porto Grande, Cape Verde Islands, May 9, 1863.

SIR: The French mail steamer has this moment arrived, and brings news that the *Florida* has burned six American vessels in the port of Fernando de Noronha, near the coast of Brazil. I sail immediately in chase of her. Letters will reach me at Rio de Janeiro by the English mail. I shall return to my cruising ground if I do not capture her. We are all well and hope soon to capture some of the piratical vessels. The crews of the burned vessels were landed at Bahia, coast of Brazil. They were burned on the 1st day of May.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the chase by that vessel, off Nassau, New Providence, of supposed blockade runner.

U. S. S. RHODE ISLAND,
Nassau, New Providence, May 12, 1863.

SIR: I have the honor to report that this morning, May 12, while running in for this port, and when from 10 to 12 miles E. N. E. of Cochrane Anchorage, we made the black smoke of a steamer about 8

miles to the northward and eastward of us. Supposing she was a blockade runner, we changed our course and stood so as to cut her off. The chase fired up and increased her speed, and perceiving that we were gaining upon her, and discovering our intention to cut her off, ran in for the shore, hoisting English colors, and we our own ensign.

We then fired a blank cartridge, and afterwards a shell ahead of her, for the purpose of bringing her to, but she still retaining her speed, we kept up a brisk fire from our long-range rifled guns, she being now from 2 to 2½ miles distant from the *Rhode Island* and from 8 to 10 miles from the shore.

The chase continued standing in for the land, and when within from 4 to 4½ miles distant from it (in the opinion of our Bahama pilot), in order to prevent a violation of neutrality, we discontinued the firing, still hoping that we might be able to cut her off before running ashore. As that appeared to be the last resort of her commander, and soon after she came to anchor at Salt Cay entrance.

I have put in here to communicate with the U. S. consul, and will proceed to sea this afternoon to carry out the orders of Admiral Wilkes, to whom I intend forwarding a copy of the above.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, of cruise from May 7 to 12, 1863.

U. S. S. ALABAMA,
St. Thomas, May 12, 1863.

ADMIRAL: In obedience to your order of the 7th instant, I proceeded to Pointe à Pitre, where I arrived on the morning of the 8th, and delivered your letter and instructions to the U. S. consul. Found there the ship *Fairfield* and brig *Romance*, with nearly 1,200 tons of coal. Both vessels were consigned to "the senior naval officer" at Pointe à Pitre, and both captains were ordered to report accordingly. No place had been selected for landing the coal, and I directed the consul to procure one at once and commence discharging. The ship had still eleven lay days, when demurrage would commence at \$62 per day. The brig had two days left and her demurrage is \$27 per day. I endorsed the bills of lading over to the consul, and remained during the day, at his request, to advise with him as to the disposition of the coal.

A piece of ground has been secured for a depot, very near the entrance of the harbor, easy of access and very convenient for lighterage. The ground was offered at 100 francs per month and the stowage of coal limited to 1,200 tons, or 1,500 francs per year and no limit to the quantity. I advised by all means to accept the latter offer, which he did, and the vessels were to commence discharging on the morning of the 9th. I paid all claims against the squadron, and paid off the pilot. Left Pointe à Pitre at daylight on the 9th and anchored the same evening at St. John's, Antigua, where I communicated with our consul, who had no information to communicate. In his residence there of over two months one American vessel has entered. The feeling of the people, white and black, he represents as very unfriendly to the United States.

On the morning of the 10th I left St. John's, communicated with the consul at St. Kitt's, and proceeded on for St. Bartholomew, but discovering two barks at anchor at St. Eustatia [Eustatius], ran in and spoke them. They were two American whalers who had no news. Arrived at St. Bartholomew the same evening, and on the following morning (11th) paid my respects to the governor. Left at noon and ran over to St. Martin, where I anchored and sent a boat on shore for the consul. Waited until 6 p. m., when I recalled the boat and came to sea. It appears that the consul was sick, at some distance in the country, and, though a message had been sent to him while I was in the offing, nothing had been heard from him up to the time my boat left. The officer who went on shore in the boat reported to me that he was informed by a man that the British frigate *Phaeton* visited the island of Sombrero some weeks since, and her commander ordered the American flag hauled down. The person in charge refused to do so, when he was threatened by the British captain, and finally struck with a cane, after which some of the frigate's people hauled down the flag. This is the story as related to me by my officer, but it seems very improbable.

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

EDW. T. NICHOLS,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Detailed report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the movements of the vessels of his command in the search for C. S. steamers Florida and Alabama, transmitting letter from the governor of Martinique.

U. S. FLAG-STEAMER VANDERBILT,
St. Thomas, May 13, 1863.

SIR: My last letter relative to the duties performed by the squadron under my command was dated the 16th of April, since which time we have been actively engaged in visiting ports and places where information led us to believe the privateer rebel vessels had been seen or were expected. At the same time, I have taken the opportunity of visiting the different steamers cruising in and about the Bahama channels, the islands lying east of them, and Nassau, to have an interview with our new consul, Mr. Hawley, and to put ourselves in communication with him.

The impression is that one if not the two rebel steamers will seek Nassau to coal and refit when the ninety days have expired. I can not myself believe that this was the intention of the British Government in limiting the time to ninety days. The intention was to give aid and assistance when in distress, to coal or make repairs from damage which had taken place at sea, to enable the vessels to reach the nearest port of their country, and this appears fully warranted in limiting the supply "to carry them to their nearest port." This, however, has not been the construction put upon it, for they have filled up with coal to make, with their sailing capabilities, fully ninety days, and the strong bias which exists in the British islands has construed it to afford them a full supply, and thus enable them to continue their depredations. I think this would be a strong point to exhibit the advantage taken of

Earl Russell's letters of instructions, and the nonconformity to it [them] by their officials, enabling these rebel privateers to renew their nefarious cruising by the aid afforded them by official British sympathizers in not doing their duty to them, and using all their power to curtail any privileges the letters of instruction might give us; although, to say the truth, matters are now so arranged as to avoid our visiting or coaling at their ports, except to communicate with our consuls and consular agents.

As I before wrote you, we have not taken a pound of coal from any British port. I am confident we shall not need it, as by my arrangements the vessels of my squadron will be so timed in their cruising [as] to make either of our coaling stations. This being the case, could the British Government be induced to order the strict construction of their instructions, it would very much cripple the Confederates and throw them back on the necessity of having supply vessels at those harbors which are unfrequented and are readily examined by our vessels every few days.

One thing I would observe to the Department: We require to have agents at many of those cays and islands to obtain and give us information, and I would suggest that I might be empowered to appoint a few at the most important points, where reliable ones could be found. These islands are within the consular agencies, but they have no knowledge of them except by name, and they are the resort of the Confederates for the purpose of obtaining supplies as well as information. I mention the case of the *Retribution*, which took her prize, the *Hanover*, of Boston, to Fortune Island, in the Crooked Island Passage, ran the prize on shore in a safe place, took out all her cargo and sent it to Nassau for sale, afterwards getting the vessel off, loaded her with salt, and attempted to run the blockade, when, I believe, she was captured. These facts I learned on my visit to Fortune Island, where, it is well known, the rebels are in the habit of stopping for letters which are brought from Nassau regularly in the English island mail boat.

During the beginning of the month the *Sonoma* was sent to the reef harbor of Alacran, on the Yucatan coast, to examine it. From information I received at Havana I had reason to believe that one or two coal vessels had gone there. Commander Stevens found none, and ascertained that none had been there. He also looked into Mugerres Harbor, thence to the Grand Cayman, and joined me at Cape St. Nicolas Mole.

On my arrival at Cape St. Nicolas Mole I was disappointed in not finding the *Santiago de Cuba* and *Rhode Island*. Captain Ridgely reports having gone on an examination of the islands and passages leading to the Windward Island Passage, and would pass through the North East and North West passages of the Bahama group to Key West to coal. Having Commander Wyman with us, I transferred him to the *Sonoma* to pass on the south side of Ouba, touching in at Oienfuegos, and thence around Cape San Antonio to Key West to intercept the *Santiago de Cuba* and *Rhode Island*, sending them orders to resume their stations off the east end of Ouba in the Windward Passage, passing up by different routes, and to examine the islands and cays on their tracks. They will visit Cape Haitien Harbor, where in future they will coal out of the *National Guard*.

In the *Vanderbilt* we proceeded across the Mona Channel, where I had ordered the *Shepherd Knapp* to cruise. We stopped for a day at San Juan Harbor on business with the authorities and Mr. Latimer, as well as our consul, Mr. Hyde. I was, as before, very kindly received, and had a satisfactory explanation of a slight misunderstanding which

I became aware of and which had left an unpleasant impression. The next morning we arrived off St. Thomas and found the *Wachusett* and *Shepherd Knapp*, the former all well except Dr. Otis, whom I was obliged, from the state of his health, to order to return home. The *Shepherd Knapp* had been detained in port from the mutinous conduct of her officers and some of her men. On anchoring I found our consul had received a dispatch from our consul at Martinique that the *Alabama* had anchored in Galion Bay on the east side, and that the [U. S. S.] *Alabama*, Commander Nichols, and *Oneida* had both sailed to blockade her. We lost no time, and in two hours we were underway, steaming rapidly for Martinique, off which we arrived in thirty hours, and proceeded at once off Galion Bay to communicate. After a careful examination, and not finding our *Alabama* and the *Oneida*, we proceeded to the west side of the island, off St. Pierre, where we found the *Oneida* and *Alabama*. They had already made a careful examination of the bays on the east side, well adapted for the concealment of a vessel.

I found the evidence from reliable persons so strong of the *Alabama* having communicated with the east side, and that a protest had been sent Commander Nichols for his having visited those bays, that I determined to go at once to Fort de France, some 8 miles to the southward, to have an interview with the acting governor. We saluted the French flag, which was promptly returned, and the hour of 9 o'clock the next morning was appointed for an interview with the governor. I accordingly waited upon him, and was cordially received. I found that he was apprehensive that in case of our finding the rebel vessel in his waters an encounter might take place, and the object of his dispatch was to call attention of Commander Nichols to the neutrality of the French waters and the appearance of our vessels blockading the island. This, of course, I repudiated, as I felt assured he could not suffer the rebel Semmes to visit those ports on the east side where they were not open to the admission of vessels, but that we had looked closely along the shores for any vessels that might be secreted, and felt we had a right to remain outside the neutral limit, to which he readily assented. I have no doubt, however, in my own mind that the governor and authorities would afford Semmes all the aid in their power in furnishing supplies whenever he required them. I think that some dissatisfaction arose in his mind from the fact that Commander Nichols had not paid Fort de France a visit and communicated with him. This he failed to do in consequence of the prevalence at Fort de France of the varioloid, but the authorities of these islands are very jealous of their position, and he had evidently taken some affront. I stated to him these reasons, which appeared to satisfy him, and he desired me to say no more about it. I enclose you a translation of his letter, which will more clearly show his views. He did me the honor of visiting the *Vanderbilt*, and was received with due honors, and the affair, as far as his words went, seemed to have obviated a reply in writing to his letter.

We left Fort de France early and anchored off St. Pierre, where I had left the *Alabama*, having sent the *Oneida* to St. Thomas to coal and fill up with provisions.

Shortly after anchoring, a gentleman [of] one of the first commercial houses here and warm in our interests, showed me a letter which stated positively that Semmes had communicated with the island and might still be in some of the small anchorages of the island. I immediately requested him to dispatch a confidential messenger to the other side overland to ascertain the fact, and left in the *Vanderbilt* for Barbados presuming that, if Semmes had failed to get coal here and felt

the impossibility of it from the presence of our cruisers, he might visit that island, 90 miles distant, and perhaps St. Lucia, some 30 miles off. By daylight we reached Barbados, but he had not made his appearance, nor had there been anything heard of either the *Alabama* or the *Florida*. We then returned, looking into St. Lucia, and also again passed up on the east side of Martinique, within a short distance, examining carefully the whole coast, but could see nothing of any vessel; thence we came round the north end of the island to St. Pierre, where we again anchored for a few hours.

The confidential person sent over to François Bay [Pass], on the east side, to examine it, as well as Robert Bay [Harbor], Cul-de-Sac Frégate, and all the passes and anchorages where any vessels or boats' crews could land and have communication with the inhabitants, ascertained beyond a doubt that no vessel of the kind, or boat, had had any communication whatever with the shore, although it was confidently expressed by many that Semmes was expected in this island, the great majority of whose inhabitants are very friendly disposed toward him and the rebel cause, so that if he should touch here he would undoubtedly receive all possible aid from the highest official to the lowest. The shores of this island, on its east side, afford many facilities, with good harbors, wherein to obtain the supplies he needs, and from the fact of the sugar estates (which are numerous on the east side) using coal in the refining process, there would seem but little difficulty in his getting a supply of 200 tons by means of the small coasters.

I have desired the consul to obtain suitable confidential persons at these points who will give our cruisers immediate notice; besides, we shall keep a careful watch on the coal. Some 600 tons were landed at St. Pierre, which belongs to the Confederates, and is in the hands or keeping of one Coupal, who is their agent. If any is being shipped from it we shall have early advices of it. The presence of our force here has become known at the other islands, and will deter Semmes from the attempt, I think, to seek this point. This is the general belief among those who are his aiders and abettors here.

Just about the time of the report of Semmes being in the neighborhood, Commander Nichols received the dispatch spoken of from the acting governor, which would seem an attempt to get rid of our vessels, and being coincident with the general impression of his expected arrival, seemed to infer some understanding on the part of the acting governor. The objections raised by him to our visiting the ports or bays on the east side, which are not ports of entry, the acting governor assured me should extend to the Confederates. The arrangements I have made, as above disclosed to you, will not require us to do so, and should Semmes attempt it he will be ordered off, without receiving the expected supplies. Of this the acting governor gave me the fullest assurance. At the same time he would be compelled by the Emperor's proclamation to afford them the same accommodations he gave us in the commercial ports, as you will perceive he mentions in his letter. My interview was a very friendly one, and ended in mutual expressions of satisfaction.

Having detailed to you the circumstances, I will now give you a synopsis of the cruise of the *Alabama* and *Oneida* to the Leeward Islands, west as far as Curaçao. They proceeded along the islands of St. Lucia, Tobago, to that of Trinidad, Port of Spain, where they communicated with our consul, and then examined the Testigos, Blanquilla, the islands of Margarita and Curaçao, where they took in some coal, returning by the same route to the island of Martinique, off which they remained

some days, thence to Pointe à Pitre, Guadeloupe. After a short stay they again came off Martinique, as reports were rife that the *Alabama* would seek her supplies here. On the 25th [April] the advent of his arrival was expected, and a dispatch reached me, as before related, at St. Thomas, which was acted upon, the result of which I have minutely detailed to you above.

The mayor of St. Pierre did me the honor of a visit, and was appropriately received. He voluntarily offered us all the hospitalities of the place and any assistance the authorities could afford the vessels of the squadron. This I, of course, accepted for what it was worth. I returned to St. Thomas by the way of Santa Cruz, where the governor of the Danish islands resides, in order to have an interview with him respecting our vessels lying at the port of St. Thomas, to which many objections have been attempted to be raised by the secessionists of St. Thomas, and of which the president, Rothe, residing at St. Thomas, had written me, in my absence. A copy of his letter* I enclose. I brought the subject up in my conversation with the governor, and we talked it over very sociably. I dined with him and established a friendly intercourse. He did me the honor to visit the ship at the west end, when he was received with all due honors and respect. He left the subject to President Rothe, who has the reputation of being a good-natured man, easily influenced by the designing, and since the affair of the fitting out of the *Retribution* is inclined to avoid difficulties on either side. He has but little force of character. Yesterday I had a conversation with him, and have answered his letter, a copy of which answer I will forward to the Department. I think there will be no more difficulty, as he is satisfied, although many have been the reports and complaints made to him about our actions, yet there is no truth or confidence to be placed in them, and I feel fully convinced, should any Confederate privateer touch here, they will receive no coal or other aid, but will be requested to leave the port immediately; of this both the governor, Birche, and President Rothe have assured me.

It will continue to be my object to cultivate every friendly feeling with all the authorities of these islands, to treat them with marked attention, omitting no opportunity of showing them our friendly disposition, but at the same time I shall keep up the strictest surveillance that their position as neutrals permits and ours as a belligerent warrants.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

GOVERNMENT OF MARTINIQUE,
OFFICE OF THE GOVERNOR,
Fort de France, April 28, 1863.

SIR: I was informed some time ago that two ships of the Union were at Martinique, and, in obedience to the orders of his Majesty the Emperor, I gave direction that all facilities within the limits of the duty imposed by our neutrality should be extended to you during your stay in the colony which I govern. While the *Alabama* and *Oneida* were at anchor at St. Pierre I did not have, sir, the least objection to

* See pp. 148-155.

their presence, nor did I modify my instructions; but I learn to-day that those two vessels, quitting that roadstead for the second time, have just returned from Galion Bay, and that they did not leave the latter place for St. Pierre till they had assured themselves that no ship of the Southern States, which claim to have formed a separate confederation, was to be found there.

That kind of inspection, sir, constitutes a surveillance over the shores of a French colony, which I can not allow. It has, moreover, the appearance, and more or less the consequences, of a species of blockade, injurious in that it might lead you to entertain only such a regard for French waters as would not rescue (save), in case of an encounter, the vessels of the Southern States, to which, moreover, the French ports are conditionally open, as they are to you.

I will, then, sir, now offer to you, as I would do verbally if I had the honor of seeing you, in whichever port of this colony you will designate, all the facilities which it will be possible for me to put at your disposal, but I have at the same time the honor to remind you that you can no longer make that port the center of surveillance, leaving it to go [to] such or such a point where you might expect to find ships of the South, or going for a short time in the offing to reconnoiter ships in sight and immediately returning to the anchorage. This attitude, I have the honor to repeat, sir, is as contrary to the neutrality prescribed by the Government of the Emperor as it is in view of the respect due to waters under the territorial jurisdiction of France.

Such, sir, are the principles which, I have no doubt, it has been necessary only for me to bring before you in order that they may always be observed in the future by the two ships of the Government of the Union which are under your orders.

Accept, sir, my distinguished considerations.

THE GOVERNOR OF MARTINIQUE.

COMMANDER OF THE U. S. ALABAMA,
At Anchor off St. Pierre.

Instructions of Acting Rear-Admiral Welkes, U. S. Navy, commanding West India Squadron, to Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, relative to cruising.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 13, 1863.

SIR: On your route to Port Royal you will stop at Cape Haitien, San Domingo, where you will find the *National Guard* and perhaps the *Rhode Island* and *Santiago de Cuba*. You will deliver the accompanying dispatch to Commander Trenchard or Commander Wyman, if present; if not, it is to be left with the commanding officer of the *National Guard*, or, if perchance she should not have arrived, then with the consul at Cape Haitien. You will then proceed to Nassau, leaving the accompanying dispatch for the U. S. consul at that place. Then you will proceed to cruise off the North East Channel or Abaco, where you will arrive about the dark of the moon, the time the blockade runners depart for and arrive from the coast. There you will remain cruising until the 27th of the month, and then proceed to Port Royal and report, in obedience to your orders.

Should you fall in with any prizes, you will order them to Key West for adjudication, so that the prize officers and crew may rejoin you at Port Royal by the first supply [steamer] returning to the northward.

You will fill up with coal at Cape Haitien from the *National Guard*, and will no doubt receive information from our consul, Mr. Hawley, at Nassau, of the intended departure or expected movements of the blockade runners or rebel vessels.

The pilot, Wilson, will be put on board of any one of the squadron, on your time having expired, you may fall in with and before leaving.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Commanding West India Squadron.

Commander A. BRYSON, U. S. Navy,
Commanding Gunboat Chippewa, St. Thomas.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, relative to cruising.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 13, 1863.

SIR: It has appeared to me that the presence of the *Rhode Island* and *Santiago de Cuba* may not be needed off Jamaica for a few days. It would be advisable for you to occupy the offshore ground mentioned in my instructions to Captain Ridgely, now in possession of Commander Wyman, during the dark days of the moon coming, unless you have such other information as will call you to more important duty on the ground pointed out in the instructions recently sent you.

Just at this time it seems to me all important to intercept the blockade runners from affording any aid or comfort to the rebels, and the presence of the *Rhode Island* and *Santiago de Cuba* may be of service in checking them from going forward, if not in capturing them. The dark nights of the moon should be the limit of your stay on the ground to the northward.

You will leave a report on board of the *National Guard* for me in regard to your actions that I may get early advice from you in case of my touching there, which seems to me very uncertain just now.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Commanding West India Squadron.

Commander S. D. TRENCHARD, U. S. Navy,
Commanding Steamer Rhode Island.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of repairs required by U. S. S. Alabama.

FLAG-STEAMER VANDERBILT,
[May 13, 1863?]

SIR: I regret to say that the side lever of the *Alabama* has a serious crack in it and may give out at any moment. I have had a careful examination made of it, and the opinion is that it can be strapped lengthwise and made capable of performing service, and this, it is believed, can be done at St. Thomas. I shall have it forthwith attended to. Commander Nichols also reports his condenser as entirely worn

out. I shall endeavor to have this also put in order, as they can not condense any water for her crew and are obliged to resort to watering ship after the old fashion. The capacity of the tanks is also very limited. I need not say, although these inconveniences came upon us rather unexpectedly, I shall endeavor to overcome them and still keep the surveillance over these islands, which will prevent their being resorted to by the rebel steamers for coal.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Acting Volunteer Lieutenant Eyttinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, relative to cruising.

FLAG-STEAMER VANDERBILT,

St. Thomas, May 14, 1863.

SIR: You will proceed with the *Shepherd Knapp* to the port of Cape Haitien, San Domingo, where you will find the ship *National Guard*. You will receive from her the provisions and stores she may have on board for the squadron.

Should you find the *Rhode Island* or *Santiago de Cuba* there you will report to Commanders Trenchard or Wyman, who will have an extra quantity of stores on board and may be desirous of getting rid of them. They may be put on board of your vessel. You will make all haste to perform this service, as it is important for the operations of the squadron.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Acting Volunteer Lieutenant Commanding H. S. EYTINGE,

Commanding Ship Shepherd Knapp.

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Lieutenant-Commander Allen, U. S. Navy, commanding U. S. S. Oneida, relative to cruising.

U. S. S. VANDERBILT,

St. Thomas, May 14, 1863.

SIR: You will proceed to sea with the *Oneida* and repair to the island of Guadeloupe, stopping on your way and communicating with the island of Sombrero, thence looking in at all the islands between it and Pointe à Pitre.

After touching at Pointe à Pitre you will visit the island of Martinique, where you will have communication with the consul for information relative to the rebel cruisers. You will pass round the islands of St. Lucia [and] Tobago, and may run over to Barbados. These limits will be your cruising ground for the present.

I desire you to use as little coal as possible, and keep yourself under low steam, although ready for any emergency that may come upon you. I enclose a dispatch for Mr. Thionville, our consul at Pointe à Pitre, which you will deliver on your arrival, and pay the amount that may be found due for lighterage of coal and for its deposit on shore. Your paymaster will receive the proper receipts. When you require coal you will resort to Pointe à Pitre for that object.

Any information you may receive of interest you will promptly send me by the first conveyance to St. Thomas, enclosing it to the consul here. Commander Nichols will join you as soon as the repairs of the *Alabama* are effected, and you will, as heretofore, be under his orders and cruise with him. You will specially avoid doing any act in your communication with the several islands you may visit to give offense.

While at Pointe à Pitre I think it would be well to allow the crew of the *Oneida* liberty, but limited to a few at a time, and I wish you to obtain the consent of the authorities for this purpose.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Lieutenant-Commander W. N. ALLEN, U. S. Navy,
Commanding Steamer Oneida.

Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding blockade runners in that port.

U. S. CONSULATE,

Nassau, New Providence, May 14, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch, under date of April 20, off Fortune Island. It was delivered by Commander S. D. Trenchard, of the *Rhode Island*. He cast anchor in front of the town, exchanged salutes, and paid his personal respects to the governor. He left the port at 6 p. m., having anchored about 1 o'clock. Coming in, he had occasion in coming to this port to chase an English steamer up near to the 3-mile line. That circumstance and his anchoring here immediately caused not a little popular excitement. The report of Commander Trenchard will interest you especially, as it will detail the circumstances of a design of the governor to detain him twenty-four hours.

After some pretty decided conversation the governor reconsidered the matter, and made no objection to the commander's going to sea at his own time. The *Barracouta* and the *Rosario* were both here and had steam on prepared to take part in any naval exercise that might result from the governor's order. The *Barracouta* has been relieved by the *Rosario*, and left the same evening for her new destination. The governor was clearly wrong, as no Confederate vessels had left within twenty-four hours, and if he had persisted in his position I think Commander Trenchard would have weighed anchor and attempted to go to sea at all hazards. I think he could have given a good account of both opponents.

The circumstance that within an hour after a British steamer had been chased into port by the *Rhode Island* the Government here exchanged salutes and received a complimentary visit has had a good effect upon the public mind.

When the dark nights came on a fleet of six blockade-running steamers left here for Dixie. I hope some of them will be caught. Two have

arrived from Charleston within three days. Two new side-wheel steamers have arrived from England and are being painted fog color. No doubt that they and some four or five others will attempt trips to Charleston or Wilmington before the moonlight nights recur again. Two steamers are expected daily from Havana to run the blockade. These additions will make the fleet of blockade runners larger than ever. The names of the two steamers from England are the *Orion* and the *Sirius*; the last was the one chased in by the *Rhode Island*. The notorious Captain Moore was on board, who is to be her captain. In running from the *Rhode Island* she took refuge at Salt Cay and ran upon the rocks, doing her some damage, but how much I do not know.

I have endeavored to send information to the cruisers of your squadron of the movement of the contraband steamers, according to the plan proposed of leaving letters at certain points, but have had no success. Three of my letters have been brought back. Those black captains of wreckers will not trust the letters in the hands of persons at the points named. They claim to distrust their fidelity and fear that they will be themselves betrayed. All I can get them to do is to deliver the messages directly to a cruiser if they meet them. I suspect the black captains think that the persons who deliver the letters get some reward or compensation, which they want themselves. We must conform our plans to the views of these men or we can not secure their services.

That "there are several steamers in port about to sail for Dixie" I do not consider information of a character that would warrant me in employing a vessel at \$10 or \$12 or more a day to give the notice to the cruisers. Your cruisers can assume that such is always the state of things here, and as many arrivals as departures may be expected. To this add the fact that these voyages are mostly attempted when there is no moon and you have about all that I could send you by special dispatches, if I had means of daily communication. It would not aid much if you had the names of the craft. When the moonless nights approach I think your squadron, if cruising in the several channels that lead to Nassau, would be likely to pick up prizes quite worth taking.

The blockade runners have learned (though they have not been able to prevent it) that there are persons at Abaco and Stirrup Cay who hoist signals when cruisers or blockade runners appear. For this reason they have lately run off to Egg Island Reef and hug the land near Harbor Island, then stand off northeast a long stretch and then bear away to Charleston. I am confident that latterly this has been their route, thus avoiding the North West and North East passages.

* * * * *

I remain, sir, very respectfully, yours,

S. O. HAWLEY,

U. S. Consul, Nassau, New Providence.

Acting Rear-Admiral CHARLES WILKES,

Commanding West India Squadron, Flagship Vanderbilt.

Letter from the Boston board of trade to the Secretary of the Navy, setting forth the defenseless condition of Boston Harbor and suggesting measures for its protection.

BOSTON, May 15, 1863.

SIR: The harbor defense committee on the part of the board of trade deem it their imperative duty to apprise you of the very general and

earnest solicitude which exists in this community in reference to the comparatively defenseless state of the harbor against a sudden raid by a piratical Confederate vessel, the number of which we have reason to believe is rapidly increasing. It has been stated that the condition of the defenses of our harbor is the topic of remark in certain commercial circles in Liverpool, and it may be presumed that it is not unknown to some of the commanders of Confederate cruisers.

It is now more than a year and a half since representations as to the need of further and more adequate means of defense of Boston were made both to the Navy and to the War Departments, and yet comparatively little has been done more than to place in forts Independence and Winthrop a few improved Rodman guns. The larger number of the guns in all the forts are of an old pattern and small caliber, and more than all, the forts are very imperfectly garrisoned. Under such circumstances we trust that you will not regard it as unreasonable for us to ask that a United States naval vessel be ordered to this port immediately to protect especially the entrance to this harbor through Broad Sound and thereby protect this city from a possible sudden raid of an enemy's vessel. If no more efficient vessel can be spared from other branches of the public service, will you allow me to suggest that the frigate *Sabine*, now in New York, fully manned and armed, and said to be of too slow speed to be of any value in chasing piratical cruisers, may be at once transferred to this harbor. New York has for its protection the first-class iron-plated frigate *Roanoke*, and we have, therefore, supposed that the *Sabine* may be spared from service there. We have the best reasons to believe, after conference with both scientific and practical men, that the recruiting ship *Ohio*, which has been thought of for service in defending this city, is quite inadequate, if not entirely useless, for such a purpose, and for especial reasons so obvious to naval men that we need not explain. You will, therefore, we trust, appreciate our urgent request that a more efficient vessel be placed here to give security and confidence to the people. Will you permit us, also, to add that it seems highly important that another vessel in addition to the *Sabine* (and one not prepared for fighting especially) should be ordered to cruise in the bay between Cape Cod and Cape Ann, as a vessel of observation, under the command of a competent and vigilant officer, to report the approach of an enemy by signal. Such a vessel should have speed rather than a heavy battery, and relying rather on the guns of the *Sabine* for her own protection. The English iron screw steamer *Aries*, now in this port as a prize, and which has just been appraised for the Government by the order of the United States court, is about 750 tons, very sharp, and doubtless fast, and would, we suggest, be well adapted to the service above named. There is likewise in this port the steamer *Dupont*, of 700 tons, built of iron, has side wheels, is of great power (having four cylinders), built originally in London to run between Holyhead and Queenstown as a mail packet, but recently captured as a prize in attempting to run the blockade. She is now in private hands and we understand can be bought. Her great speed would especially qualify her for the service referred to. In this opinion, we are authorized to say, a naval officer and other maritime men concur.

Members of this committee have several times accompanied United States Government officers in a tour of inspection of the forts in this harbor, and they therefore believe that they do not make assertions on this subject without evidence, and, although the undersigned are not

clothed with any power beyond that of personal influence in this matter, they feel a peculiar sense of responsibility to this community to make full representation of the state of facts involved, that they at least may stand acquitted by the public in case of any serious results from continued omission to protect the city by the prompt action of the appropriate departments of Government.

I hope that our earnest request may receive your favorable consideration and corresponding action.

We have the honor to remain, with great respect, your obedient servants,

E. S. TOBEY,
R. B. FORBES,
SAM. H. WALLEY,
Committee.

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

P. S.—Permit us to add that a care for the security of the navy yard is worthy of consideration in reference to the matter of protection herein proposed. Colonel Dimick, who is in command of Fort Warren, has stated to the members of this committee, if he could have a vessel of observation to give him proper notice, that he could prevent any vessel (excepting an ironclad) from passing the Narrows. Broad Sound would, however, be still unprotected.

For the committee:

E. S. TOBEY.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to the movements of the U. S. S. Chippewa, Commander Bryson, U. S. Navy.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 15, 1863.

SIR: I have the honor to report the arrival at this port on the 12th instant of the gunboat *Chippewa*, Commander A. Bryson, and to inform the Department that, having supplied her with 80 tons of coal, I ordered the *Chippewa* to sail, which she did on the 14th instant, with instructions to proceed to Cape Haitien to fill up with coal, and from thence to proceed to Nassau, touching at Fortune Island on her way, and to communicate with our consul, Mr. Hawley, who would no doubt give him some valuable information in relation to the movements of the contraband runners, after which the *Chippewa* was ordered to cruise, during the dark of the moon (until the 25th instant), off the North East Channel, or near Abaco, the route the rebel aiders usually take in sailing from and approaching Nassau. The *Chippewa* will then proceed to Port Royal, agreeable to her instructions.

I am, very respectfully, your obedient servant, •

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 16, 1863.

SIR: You will proceed with the *Sonoma* directly to New York and report your arrival there to the honorable Secretary of the Navy.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]
Acting Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS, U. S. Navy,
Commanding Steamer *Sonoma*.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, relative to convoy of mail steamers.

U. S. S. CONNECTICUT,
Bay of Aspinwall, May 16, 1863.

SIR: I respectfully report that we continue to act as convoy to the mail steamers.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

Hon. GIDEON WELLES,
Secretary of the Navy.

Loss of the U. S. ship Shepherd Knapp, May 18, 1863.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the grounding of U. S. ship Shepherd Knapp off Cape Haitien, West Indies.

U. S. S. RHODE ISLAND,
Cape Haitien, May 22, 1863.

SIR: Being the senior officer at this place, it becomes my duty to report the fact of the U. S. ship *Shepherd Knapp's* getting on shore on the reef at the entrance of this port early in the evening of the 18th instant.

Upon learning the fact from her commander, the U. S. gunboat *Chippewa* was at once dispatched to her relief, and the *Santiago de Ouba* the following morning, the engine of this vessel at the time not being in working order. Every effort was made by these two vessels to haul the *Shepherd Knapp* off. Finding they were unable to start her, arrangements were made with the U. S. consul to procure lighters, which were promptly dispatched for the purpose of lightening her, as that seemed to be the only course to pursue.

The *Rhode Island*, now being ready, was brought into service, and as soon as the *Shepherd Knapp* had been lightened some 14 or 16 inches the steamers were all ready with their steam power to aid in getting her off, but, I regret to add, without success, notwithstanding the most strenuous efforts made by them during three days in lightening the vessel and getting out anchors to haul her off by.

The vessel's battery, ammunition, ordnance, and other stores, provisions, etc., have all been removed and placed on board the U. S. ship *National Guard*, and the officers and crew have been transferred to the same vessel to await the orders of the admiral commanding the West India Squadron, with whom the *Santiago de Cuba* will probably communicate in a few days.

The *Shepherd Knapp's* crew are now engaged in stripping the ship, and if the weather continues favorable for a day or two everything will be removed to her lower masts. The vessel appears to have embedded itself deeply in the coral reef, her light draft being 13 feet and there being 11 feet of water around her at high tide.

Especial credit is due our consul at this place, Mr. Folsom, for his promptness in dispatching the lighters, by means of which we were enabled to remove the vessel's battery and stores with so little difficulty.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

Report of Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship *Shepherd Knapp*, of the grounding of that vessel off Cape Haitien, West Indies.

U. S. S[HIP] SHEPHERD KNAPP,
Cape Haitien, West Indies, May 23, 1863.

SIR: I have to report the grounding of this ship upon the shoal in entering this harbor under the following circumstances: At 3:10 p. m. set a jack forward for a pilot; at 4 p. m. made signal numbers to the men-of-war in the harbor; at 6 p. m. fired signal gun for pilot. No pilot coming, and the wind being very light and directly in the harbor, not being able to haul off, I determined to anchor and wait for daylight.

I reduced sail to topsails, and the landsman gave soundings 10 fathoms, when the next heave gave 3. I ordered the helm put hard aport, and as the ship turned off the reef her afterkeel took the reef, and the force of the current swung her on the wrong way, so she now headed S. E. on the coral reef. I got out anchors immediately to windward, and, furling sails at once, attempted to heave her off. Failing in this, I proceeded to the U. S. S. *Rhode Island*, Commander Trenchard, the senior officer here, to whom I reported, and who immediately rendered me every assistance, sending down the *Chippewa* to tow us off. Every effort to get the ship off by lightening, removing battery, stores, ordnance, ammunition, starting water, sending down spars, etc., has proved futile, though the two powerful steamers *Santiago de Cuba* and *Rhode Island* put out their full force, assisted by our anchors, to get the ship off, but everything of value has been saved.

Her battery (11 guns) and appointments, ordnance, yeoman's and master's stores, instruments and charts, provisions and clothing, spars, sails, running and standing rigging, anchors and chains, everything portable and of value to the Government, has been saved. The only loss is the hull and use of the ship, which has been surveyed by Commanders Trenchard, Wyman, and Bryson, and recommended to be sold for the benefit of the Government. The loss of this fine ship at this peculiar moment, after having commanded her nearly two years with marked success, fills me with much grief, and especially as every care

has always been taken by me to avoid accident or loss. It seems to me to be a punishment of Providence for the extraordinary pride I always took in the command of this vessel and the sense of security I felt in my own abilities.

I bow submissively to the blow, and, in thanking the commanders present for their kind offices, I beg to refer to them for a record of my conduct under the painful circumstances by which I have been surrounded. I can not close without bearing testimony to the total abnegation of self on the part of the officers, and the industrial application of the men to sustain my efforts to save the property of the Government.

I am, sir, with respect, your obedient servant,

HENRY ST. U. EYTINGE,

Acting Volunteer Lieutenant Commanding, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the removal from the U. S. ship *Shepherd Knapp* of everything of value.

U. S. S. RHODE ISLAND,

Cape Haitien, May 23, 1863.

SIR: I have to report that the *Rhode Island* will proceed to sea this afternoon. I have directed Acting Volunteer Lieutenant Commanding Eytonge, together with the officers and crew of the U. S. ship *Shepherd Knapp*, to remain here until further orders from yourself or the Navy Department. I found it necessary to hire lighters and additional labor to assist in getting off from the *Shepherd Knapp* her battery, stores, and other articles.

Thus far everything of value, as stated in Captain Eytonge's report, has been saved belonging to that vessel, and I have directed him to employ the boats and crew of the *Shepherd Knapp* to save such further portions of the vessel as he may be able to remove, stripping off the copper as far down as he may be able to reach.

The vessel is reported to have bilged within the last twenty-four hours.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,

Commander.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,

Commanding West India Squadron.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of cruise in obedience to orders.

U. S. S. RHODE ISLAND,

Cape Haitien, May 20, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 25th ultimo, and in conformity therewith I conferred with Captain Wyman, of the *Santiago de Ouba*, furnishing him with a copy of your instructions. The *Rhode Island*, after coaling, left Key West for Havana on the 7th instant, leaving the *Santiago de Cuba* to follow when ready and meet us at Cape Haitien, according to your instruc-

tions. We arrived at Havana the following day and took on board the papers, packages, etc., for you at that place. Leaving there on the afternoon of the 9th instant, we proceeded on our way to Nassau, falling in with the *Octorara* off Stirrup Cay on the morning of the 11th instant, and chasing the steamer *Sirius* on the 12th instant, a statement of the facts in relation to which I enclose you herewith.

We arrived at Nassau on that day (12th instant), when I communicated with the U. S. consul, Mr. Hawley, and paid a visit to the governor. Leaving Nassau that evening, we touched at San Salvador on Thursday, May 14, at Fortune Island May 15, and at Inagua May 16, arriving at this place on Sunday morning, May 17.

* * * * *

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

*Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga,
of cruise in search of blockade runners.*

U. S. GUNBOAT TIOGA,
North West [Providence] Channel, May 20, 1863.

SIR: I have the honor to report I am en route for Key West for supplies, via Stirrup Cays, the Isaacs, and Bemini, six or seven weeks out in all. Cruising from Bemini to the Gingerbread Ground, Stirrup Cay, North West Out [Channel?], South West End [Point?] of Bahama, Manzanilla [Matanilla?] Reef, Walker Cay, off the Elbow and between them, to along north end of Eleuthera to Cat Island and Exuma Sound, returning to South Cays [Southern Cay?], Abaco, Bahama, the Elbow, and eastward.

During the cruise boarded the English steamer *Norseman*, three-masted propeller, from England, via Canaries; papers all regular for Nassau. The master blustering, refusing to show his papers for a moment (not quite long enough to commit himself). Chased and overhauled the English three-masted propeller *Merriam*, from Nassau for England, loaded with cotton papers all right. On the 17th chased a large side-wheel steamer, painted white, with one mast, running him to the southeast at night, and, as he had been steering N. N. E., took the back track, thinking I must head him by daylight. Failing to discover him, but made another steamer standing to the eastward, overhauling this fellow fast, when within 4 or 5 miles of her broke all the blower belts in succession (making two during chase). Gave up the chase, as we could not get more than 31 pounds steam. This making the eighth blockade steamer we have chased.

All sailing vessels now appear to be of very small class, going via Moose Island and Lynyard Cay across the Little Bank, out at Walker Cay. I heard at that island that five schooners and sloops all came in there in one day with cotton from the coast, probably from Mosquito Inlet and Indian River. I am confident but two, if any, steamers have gone out to the south of New Providence, and thence following the Exuma Cays to Long Island, thence across to Ragged Islands, then taking the Banks to the Gulf Stream, for nothing has been seen going out between Cat and Eleuthera islands, and no pilots left them.

The large white steamer that had been seen passing South West Point of Bahama is the *Wm. L. Hughes*, too fast for anything out here except the *Vanderbilt*. She does not hesitate to leave Nassau in open day. The steamer you chased near Nassau was the *Emma*; she arrived there the following day.

No news in Nassau of the privateers to the 18th. The *Octorara* has been to the north end of Eleuthera the past several days.

We shall require some overhauling at Key West and fit our new boiler pump, etc.

I wish to enquire through you, sir, to the Navy Department, if our pilot can not be included in the prize lists, he well deserving it. I beg to report further that our former chief engineer, Mr. Latimer (now north on the steamer *Granite City*, prize), and doing duty in this steamer the past eight months in violation of his parole to certain rebel officers or parties in the western United States. I was not aware of this until he had left us. Will you inform me, sir, what course to pursue should he be ordered to rejoin this steamer?

May 21.—In touching at South Keys [Southern Cay] yesterday heard the good news of the *Octorara* taking a steamer, the *Eagle*, just out from Nassau. It occurred in this manner: It appeared that the above steamer and another, the *Flora* (the same that we chased), left port at the same time, and on a wager about their run to Charleston or Wilmington, the *Flora* taking the lead. During that night the *Eagle*, making a steamer ahead and supposing it the *Flora*, ran alongside and gave three cheers, under the impression they were beating the *Flora*, and they were hailed by Captain Collins to "heave to," which they did not till fired into and disabling him, shooting away a portion of his wheels and a shot or two through him, requiring little repairs to proceed to Key West. Fortunately, no one was seriously injured aboard the prize. I have given you this as I heard it at South Keys [Southern Cay].

I received a letter (of the 18th instant) from our consul at Nassau. No news of importance; no privateers heard from or fitting out at that port. The suspected steamer *Merriam*, or *Marione*, with four or five ports of a side, I overhauled outside. She is a regular packet from Nassau, or touches at Nassau from Aspinwall to England. There are three running over that route.

KEY WEST, May 26.

SIR: I have been compelled to appropriate one of the *Vanderbilt* engineers till such time as we may fall in with her.

Very respectfully, your obedient servant,

A. G. OLARY,
Commander, U. S. Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. *Mohican*, transmitting letter from Messrs. Henry Forster & Co., of Pernambuco, Brazil, giving information of the U. S. steamers *Alabama* and *Florida*.

U. S. S. MOHICAN,
Pernambuco, May 20, 1863.

SIR: I herewith enclose you communications received from an American mercantile house at Pernambuco. These communications came by

the French mail to St. Vincent after my letter was mailed, my anchor nearly up and all ready to leave, and too late to get them in the return mail. They differ a little from the information that I received from the captain of the French mail steamer. She was in quarantine, and these mistakes occurred in the conversation and translation, which had to be held at some distance, the wind blowing heavily at the time.

I am, vëry respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

PERNAMBUCO, April 30, 1863.

We take the liberty to address this to the commander of any American man-of-war at St. Vincent to notify him that on the 21st instant the *Alabama* was anchored at Fernando de Noronha, where she had destroyed three ships, the *Nora*, *Louisa Hatch*, *Charles Hill*, and whalers *Kingfisher*, *Lafayette*, and *Kate Cory*. The president of this province has sent a steamer to recall the commander of the island and order the *Alabama* away, but they have no power sufficient to compel her to leave. We have requested our friend Mr. Deppemann, a merchant from Bahia, to deliver this, if any United States ship is at St. Vincent, and if we are strangers to you, he, or anyone on the steamer from this [place], will know the character of

Your countrymen, and obedient servants,

HENRY FORSTER & Co.

P. S.—Sixty-one of the men and 40 still at the island to come by steamer.

P. S.—May 1.—The French transport *Belmontico* [*Bremontier*], from Marseilles for Caledonia, arrived here to-day to land 16 more men, composing parts of the crews of the ship *Oneida* and bark *Henrietta*, burned by the *Florida* in latitude 1° 40' S., longitude 29° 10' W., six days ago. The *Florida* had also burned previously the ship *Commonwealth*, and had also taken the bark *Lapwing*, loaded with coal, and fitted her out with guns, etc., to use as a privateer. The captain of the French transport refused to receive the men alluded [to], but they were forced on board of him by the *Florida*.

Your obedient servants,

HENRY FORSTER & Co.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, from Pernambuco, Brazil, of the presence of five Confederate States vessels in that vicinity.

U. S. S. MOHICAN,
Pernambuco, May 20, 1863.

SIR: I have to inform the honorable Secretary of the Navy that I arrived at this port this day and am taking in coal and shall be off in chase as soon as possible. The *Florida* is cruising in this vicinity. The *Alabama* and *Virginia* [*Georgia*], formerly called the *Japan*, are at Bahia. The *Lapwing*, a bark with 8 guns, and a brig called the *Olarance*, with 6 guns, are also cruising on this coast. You will see that

this is quite a formidable fleet for me to encounter, but the Department may rest assured that we will do our duty, and it will not be many days before we have a battle. I would earnestly urge that more vessels be sent to this coast. I herewith enclose you a letter from our consul at this port.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, transmitting information received from the U. S. consul at Pernambuco, Brazil, regarding captures made by the U. S. steamers Alabama and Florida.

U. S. S. MOHICAN,
Pernambuco, May 21, 1863.

SIR: I herewith enclose you several communications from our consul at this place in relation to the captured vessels. My stay here has been only one day, and we have worked all night to get our coal in so as to be off as soon as possible. I have given you all the information that I have been able to collect in so short a time.

A vessel has this moment arrived from Bahia and informed me that the *Alabama* and *Virginia* [*Georgia*] had sailed from that port to join the *Florida* at sea, and that in future they will sail in squadron, so the honorable Secretary will see the importance of having more vessels on this coast. I shall continue to cruise on this coast as long as the piratical vessels continue here, or until I capture them. If the Department send me any dispatches they had better be directed to Bahia, as it is more central than Rio. A mail arrives from England monthly, also one from France, so that we have a mail every two weeks.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Write to him to follow them anywhere. Must send other vessels, though *Vanderbilt* is, I think, on her way there by this.

W[ELLES].

[Enclosures.]

U. S. CONSULATE,
Pernambuco, May 20, 1863.

SIR: I have the honor to acknowledge the receipt of yours of this date, and much regret that illness prevents me from accepting your invitation to visit you on board the *Mohican*.

I have furnished Dr. Corson with some rough notes in regard to the recent captures of the *Alabama*, and have requested Mr. Daniel M. Rollins, of the American firm of Henry Forster & Co., to visit you in my stead. Mr. Rollins is well acquainted with the recent events and will cheerfully give you the requisite information.

The *Florida* arrived at this port on the 8th instant and, in spite of my earnest protest, was permitted to enter the port. At first permission was only given for a stay of twenty-four hours, but the president of this province afterwards made a further concession of three days' longer stay to the *Florida*. She left on the afternoon of the 12th instant, and on the 18th boarded a Hanoverian vessel about 15 miles from this port.

I heartily wish you all success in your efforts to capture these piratical vessels.

I have the honor to be, your most obedient servant,

THOMAS ADAMSON, JR.,
U. S. Consul.

Captain O. S. GLISSON,
Commander, U. S. S. *Mohican*.

Statement of Thomas F. Lambert, late master of the schooner Kingfisher.

Thomas F. Lambert, late master of the schooner *Kingfisher*, states that on the 23d of March last, then in latitude $1^{\circ} 20' N.$, longitude $26^{\circ} 30' W.$, at 2 o'clock p. m., a sail was discovered making toward the *Kingfisher*; discovered it was a steamer with the American flag flying—apparently an American man-of-war. At 6:30 it was within half mile of us; sent a boat alongside. The officer in charge told the captain his vessel was a prize to the Confederate steamer *Alabama*; ordered him to go on board the steamer and he did so, showing his papers, and was informed he was a prize. Was permitted to return to the steamer for his clothes. A lieutenant (Kell) was ordered to take such supplies from the schooner as they might need, and to dispose of her in the usual manner. After taking 9 barrels of beef and pork and some flour and such other things as they fancied, the schooner was set on fire. The crew was taken on board the *Alabama*. They were placed in irons, and the *Alabama* proceeded on her cruise.

On the 25th of March two more American vessels were captured, named as follows: the *Nora* and *Charles Hill*, both of Boston; the *Nora* bound from Liverpool to Calcutta, the *Charles Hill* from Liverpool to Montevideo, both laden with salt. On the 26th of March both vessels were destroyed by fire; latitude $1^{\circ} 23' N.$, longitude $26^{\circ} 30' W.$

April 4, the *Alabama* captured the *Louisa Hatch* (ship), of Maine; latitude $3^{\circ} S.$ and longitude $26^{\circ} W.$, bound from Cardiff to Point de Galle, for P. and O. [Peninsular and Oriental?] steamers. The captain of the *Louisa Hatch* showed to the commander of the *Alabama* the certificate of the French consul at Cardiff certifying that the coal was the property of French subjects. He paid no attention to this certificate, and a prize crew was placed on board the *Louisa Hatch*, and she was ordered to follow the *Alabama*. This she did. They arrived at Fernando de Noronha on the 10th of April, when both anchored within a mile of the land. The prisoners were set to work transferring coal from the *Louisa Hatch* to the *Alabama*. This occupied about five days. On the 15th of April two whalers hove in sight and laid to off the island. The captains came on shore in their boats. These vessels were the bark *Lafayette*, of New Bedford, and the brig *Kate Cory*, of Westport. Upon their arrival on shore they were informed by the commandant of the island that the vessel in port was the Confederate steamer *Alabama*. The *Alabama* had the American flag trailing over the quarter. The *Alabama* got up

steam and captured the whalers, the captains being on shore. One (the *Lafayette*) was immediately burned; the *Kate Cory* was towed into the anchorage. On the 17th of April the brig *Kate Cory* and the ship *Louisa Hatch* were put under sail and taken about 4 miles from the land, and there burned. The *Alabama* laid in the harbor of Fernando de Noronha about twelve days, with the exception of the time spent in capturing the whalers outside.

The above information was embraced in the statement of Thos. F. Lambert, captain of the *Kingfisher*, who was on board the *Alabama* at the time of its occurrence. Captain Lambert and 108 other prisoners from vessels captured by the *Alabama* were landed on Fernando de Noronha on 17th of April, and left there the 21st, arriving here on the 26th.

THOMAS ADAMSON, Jr.,
U. S. Consul.

Statement of George F. Brown, late master of the bark Henrietta.

American bark *Henrietta*, George F. Brown, master, Thomas Whitridge, of Baltimore, United States of America, owner, bound for Rio de Janeiro with a cargo of 3,100 whole and 300 half barrels of flour, 600 kegs of lard, and 75 boxes of candles.

We sailed from Baltimore on the 20th day of March, 1863, nothing of note occurring until the 23d of April, when, at 3 o'clock p. m., we made a sail right astern, which came up to us very fast, and on nearer approach proved to be a screw propeller, bark rigged, with an American ensign flying forward. The steamer ran alongside of us and ordered us to heave our vessel to, she having at the same time her starboard guns in readiness. We were then boarded by two boats, fully manned, and each man well armed. I was asked where from and where bound, and if my vessel was a United States vessel. Having answered the above questions, I was told by the officer in command of the boats that the bark *Henrietta*, of Baltimore, was a prize to the Confederate steamer *Florida*. My officers and crew were then hurried on board the steamer *Florida*; my papers and mail were sent on board the steamer *Florida* by the same boat. Myself and passengers were allowed to remain on board the *Henrietta*, and were told by the officer that we could remain on board the *Henrietta* that night.

After our papers had been received on board the steamer *Florida* another boat was sent off with orders that we were to proceed immediately on board the steamer as the bark would at once be set on fire. After our arrival on board the steamer I was introduced to the captain of the *Florida*, who said, "How are you, captain? It is hard, but I have to obey orders," at the same time, pointing over the starboard quarter of the steamer, said, "Don't she burn pretty? She belongs to Mr. Whitridge; he is a great Union man," to which I replied, "Yes." After all the bustle was over I was informed by one of the officers that their room was mine to eat, sleep, and sit in; that 10 o'clock was the hour for all lights to be put out.

Next morning, the 24th day of April, there were two sails in sight, and also the remains of the *Henrietta* still burning. The first sail proved to be a British bark (name unknown), from Buenos Ayres, bound to Liverpool, England. She was ordered by the *Florida* to heave to, and one of the steamer's boats was sent on board, and fully manned; the particulars of the occurrence are unknown to me.

The *Florida* then steamed for the remains of the *Henrietta*, but at the same time making for the nearest sail, which proved to be the American ship *Oneida*, Potter, master, of New Bedford, from Shanghai for New York. She was ordered by the *Florida* to heave to, and boats were sent on board, which shortly returned with the captain and the crew of the ship *Oneida*. In one hour and a half the ship was on fire, and the officers of the *Florida*, being fully satisfied that she was on fire fore and aft, steamed for the next vessel in sight, which proved to be the French bark *Bremontier*, Destremeaux, master, of and from Bordeaux, bound to New Caledonia. She was ordered to heave to, and a boat from the steamer was sent on board the French bark with Captain Potter, myself, and one of my crew who understood the French language. To the best of my knowledge, the following conversation took place: The captain of the French bark was asked if he could take any prisoners on board of his vessel, to be transferred to some other vessel or landed on the coast of Brazil, to which the captain of the French bark replied that he could take 6 persons, provided the steamer would send provisions for that number. In the place of 6, 15 persons were sent on board of the French bark, with about 60 pounds of beef, 6 tins of crackers, and some tea. The following are the names of the persons sent on board the French bark, viz: George F. Brown, late master of the *Henrietta*; Thomas Sagerman, first mate of the *Henrietta*; ——— Eunesly, second mate of the *Henrietta*; Peter Brown, James F. Brown, seamen, of the *Henrietta*; Mrs. Flora [Flories?] and three children, passengers by the late *Henrietta*; Mrs. Roberts, passenger by the late *Henrietta*; Mrs. De Mass, passenger by the late *Henrietta*; Captain Potter, late master of the *Oneida*, and three seamen, names unknown to me.

The remainder of the crews of the *Henrietta* and *Oneida*, with other prisoners, we left on board of the *Florida*, all in irons. Nothing worthy of note happened on board the French bark. We arrived in the outer roads of Pernambuco in the night of the 30th day of April, and on the morning of the 1st of May we were landed in Pernambuco. While on board the *Florida*, myself, officers, and passengers received the best of treatment, being allowed a perfect freedom and use of the officers' room, the lady passenger and her three children being accommodated in the captain's cabin. Neither the captain nor any of the officers of the *Florida* would hold any communication with us of interest or worthy of note.

I do solemnly swear the above statement is true, to the best of my knowledge and belief.

GEORGE F. BROWN,
Late Master of the Bark Henrietta, of Baltimore.

Sworn to and subscribed before me, the undersigned, consul of the United States, at Pernambuco, this 2d day of May, A. D. 1863, and of the independence of the United States the eighty-seventh.

THOMAS ADAMSON, JR.,
U. S. Consul.

Statement of Jesse F. Potter, late master of the ship Oneida, of New Bedford, Mass.

Friday, 24th April, 1863.—Latitude, 1° 40' S.; longitude, 29° 10' W. Throughout the twenty-four hours light breezes from a S. E. quarter. At 9 a. m. saw a suspicious-looking bark-rigged steamer steering across

our bow. After evening, about 2 miles to leeward, he hoisted the American flag, which we answered, when he hauled up for us under a full head of steam. A boat was sent on board, the officer and crew of which were strongly armed. I was asked where from and bound to, and if the ship was a United States ship. On my answering, he replied, "Well, captain, you are a prize to the *Florida*." Our flag was hauled down, a man sent to the wheel, and I was ordered to give up my papers, both the ship's and private. I was then ordered out of my ship the first man, only being allowed to take about \$10 or \$15 worth of clothing, and being positively refused the privilege of a trunk. My clothing was packed, what I did save, by the steward, after I was ordered out of my ship. This occurred about 10:30 a. m., and at high noon our ship was on fire fore and aft. At that time the *Florida* set all sail and made all steam in chase of a French bark which was in sight when we were captured, and came up with him at 6 p. m., when we were transferred to him, the captain consenting to take us to Pernambuco. Although 6 were agreed upon, 15 were forced on board, with only 60 pounds of beef and 6 tins of crackers.

Friday, 1st May.—Last evening arrived and anchored in Pernambuco roads. This morning came off shore. The captain of the French vessel made a claim on me of 400 francs for myself and 2 mates, board and detention, in coming to port, which I had to draw on my owners for, as we were not recognized by the consul soon enough for the French captain to get away that day. Captain Brown, of the bark *Henrietta*, his 2 officers and 8 passengers, with 1 man from the ship *Commonwealth*, myself, and 2 officers, comprising 15, were all that were landed at Pernambuco.

The above are extracts taken from my private journal, which I declare upon my solemn oath to be strictly true in every sense.

JESSE F. POTTER,

Late Master of Ship Oneida, of New Bedford, Mass.

Statement of Franklin Percival, late master of the ship Charles Hill.

On this 27th day of April, A. D. 1863, before me, the undersigned, consul of the United States of America for Pernambuco and the dependencies thereof, personally appeared Franklin Percival, late master of the ship *Charles Hill*, who, being by me duly sworn according to law, doth depose and state as follows:

The ship *Charles Hill*, of Boston, of which I was master, was a vessel of 699 tons registered measurement. She was owned by Charles H. Tripp and others, of Boston, and was built at Newburyport in the year 1850. I sailed from Liverpool in command of the said ship on the 12th day of February last past, bound for Montevideo. The ship's cargo consisted of 699 tons of salt, shipped by H. E. Falk, of Liverpool, and consigned to Green, Montevideo. My crew on leaving Liverpool consisted of 17 persons, officers and seamen. One of the seamen, viz, John Ryan, fell from aloft and died about nine days after leaving Liverpool; besides this, nothing of importance occurred until the 25th day of March last past. On that day, being then in latitude 1° 23' N. and longitude 26° 30' W., at 2 o'clock p. m. a steamship was discovered making toward us. At this time the ship *Nora*, of Boston, was near us; we knew her, having exchanged signals the previous day. About

4:30 o'clock p. m. the steamship was between the ship *Charles Hill* and the ship *Nora*, and only about a quarter of a mile distant from either. We had previously discovered that it was an armed vessel, and now, when near us, he ran up the American ensign, and at the same [time] I set my colors. He then sent a boat to my ship in charge of a master's mate, whose name I afterwards learned was Fullam. This person informed me that my ship was a prize to the Confederate steamship *Alabama*, and ordered me to report myself, with my papers, on board that vessel. On my arrival on board of the *Alabama* I was shown to the cabin and exhibited my papers to Captain Semmes. Captain Semmes said to me, "I suppose that you know enough of the rules of warfare to know that you are a prize." My papers showed that one-third of the freight money had been paid in advance. The captain's clerk asked if I had any of the freight money on board, to which I answered in the negative. He then asked me if I really believed the cargo to be British property. I told him that I had no doubt that it was. He wrote down his questions and my answers, and administered to me an oath, in which I declared my answers to be true to the best of my knowledge and belief, and to which I subscribed my name. I was then permitted to return to my ship, where I remained during the night. On the morning of the 26th of March I was sent on board the *Alabama*, with my trunk, which was at once searched. During that and the following day the ship's crew, the small stores, and about 10 tons of coal were taken on board the *Alabama* from my ship. On the evening of the 27th of March, at about 8 o'clock, my ship was set on fire by order of Captain Semmes, the order being given in my hearing. About this time I saw that the ship *Nora* was also on fire. From this time we were prisoners on board the *Alabama*.

On the 4th day of April the *Alabama* captured the ship *Louisa Hatch*. A prize crew was put on board of her, and she sailed in company with the *Alabama* toward the island of Fernando de Noronha, where we arrived on the 10th instant, and both of the vessels were anchored within a mile of the land. A part of the prisoners were then employed in taking coal from the *Louisa Hatch* to the *Alabama*. This occupied about four days. On the 15th instant two whaling vessels hove in sight and laid off the island, the captains of which came on shore in their boats for provisions. Upon this, Captain Semmes weighed anchor in the *Alabama* and stood out under steam and captured both vessels within two hours after leaving the anchorage and at a distance of, to the best of my judgment, about 3 miles from the land. One of the vessels was immediately set on fire, the other, namely, the brig *Kate Cory*, was towed by the *Alabama* to the anchorage within 1 mile of the land. On the 16th all the prisoners and their baggage were searched, and were then sent on board the brig *Kate Cory* and were told that they would be allowed to go whither they might choose. We had not been on board more than two hours when the captain's clerk came on board and gave us the alternative of signing a parole, promising not to take up arms against the Confederate States unless first regularly exchanged, or to go back on board the *Alabama*. All signed the parole, and then were ordered on shore with their baggage. The prisoners, to the number of about 109 persons, went to the house of the commandante of the island, where we were provided for. On the 17th of the present month the ship *Louisa Hatch* and brig *Kate Cory* were put under sail and taken to the distance of about 4 miles from the land and set on fire. This occurred in the evening, and I can not speak positively as to the distance. Both vessels continued burning through the night, and next

morning nothing was seen of them. On the 21st instant the crews of the ships *Charles Hill*, *Nora*, *Louisa Hatch*, and schooner *Kingfisher*, as well as the masters of said vessels, were put on board the Brazilian schooner *Tergipano*, for the purpose, as we were told, of being sent to Pernambuco. The order to go on board this vessel came through a Portuguese sailor, who acted as interpreter, and who said it was the order of the commandante of Fernando de Noronha. About 6 o'clock p. m. of the 21st instant we set sail and proceeded in the said schooner *Tergipano* for Pernambuco, where we arrived on the 26th of the present month, after a voyage necessarily attended with the greatest discomforts, as we were 61 in number and the schooner had no conveniences for carrying so many persons, being only 61 tons measurement. The consul of the United States residing at Pernambuco came on board the schooner soon after our arrival and at once accorded his protection. And further this deponent said not.

FRANKLIN PERCIVAL.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the capture of the British steamer Eagle.

U. S. S. OCTORARA,
Key West, May 22, 1863.

SIR: I have the honor to report that on the 18th instant, at 9 p. m., in latitude about 25° 19' N., longitude about 77° 20' W., we seized the English steamer *Eagle*, Peter Capper, master, from Nassau, New Providence, ostensibly bound to St. John, New Brunswick, with a cargo of assorted merchandise.

She is an iron paddle-wheel, schooner-rigged steamer, 169 feet long, 16 feet wide, with a draft of 6 feet, and 147 $\frac{17}{100}$ tons burden. I brought her to this place for adjudication, on the grounds of her having no papers but a bill of health and register, of her declining to heave to till we had disabled her machinery, after repeated firing, by a shot from one of the guns of this vessel, and in consequence of her damaged condition. At the time of her capture there were no other vessels in sight, and the nearest land was about 12 miles distant.

John Grossenbacher, engineer, of Liverpool; W. B. Berwick, mate, of Scotland; Alexander Pinkerton, engineer, of Scotland; George White, engineer, of Liverpool, are her officers; and John Watson, of Abaco, is her Bahama pilot, and Edward Clifton, of Wilmington, N. C., her Charleston pilot.

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

N. COLLINS,
Commander.

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

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of intended departure from Cape Haitien, West Indies, in search of the U. S. S. Florida (Oreto)

U. S. S. RHODE ISLAND,
Cape Haitien, May 22, 1863.

SIR: In consequence of the U. S. ship *Shepherd Knapp* having got on shore, I have directed the U. S. S. *Santiago de Cuba* to receive on

board and convey to you at St. Thomas the provisions directed by you to be conveyed by the *Shepherd Knapp* to that place./ This matter has also detained this vessel here some days beyond the one fixed upon for sailing.

I deem it best, in conformity with your orders of the 13th instant, to proceed with all dispatch to the neighborhood of Abaco to be on the lookout for the *Oreto*, as, from information derived from the U. S. consul at Nassau, she will revisit that place very shortly, and also intercept the blockade runners.

* * * * *

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Mercedesita, of arrival at Cape Haitien, West Indies.

U. S. S. MERCEDITA,
Cape Haitien Harbor, May 22, 1863.

SIR: I have the honor to report the arrival of this vessel, under my command, at this place, pursuant to instructions* from the Department, of which copies are herewith enclosed.

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

GEO. M. RANSOM,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Lieutenant-Commander Allen, U. S. Navy, commanding U. S. S. Oneida, of arrival at Pointe à Pitre, West Indies, with account of cruise.

U. S. STEAM SLOOP ONEIDA,
Pointe à Pitre, May 23, 1863.

ADMIRAL: I have the honor to report my arrival at this place on the evening of the 20th instant. I have filled up with coal and shall proceed to-morrow morning to sea.

I communicated with the island of Sombrero on the evening of the 17th. Found two English barks off the island loading with guano. The superintendent of the island reports that no suspicious vessels have been in sight.

After leaving Sombrero I steamed leisurely around the island, between it and Guadeloupe. I saw no suspicious vessels in any of the ports. Off St. Martin I boarded the American whaling bark *Rothschild*, on a cruise. The captain had no news of importance to communicate. In English harbor Antigua a large English frigate was lying at anchor.

* See p. 166.

Your dispatch to Mr. Thionville, U. S. vice-consul at this place, was duly delivered. The brig *Romance* finished discharging to-day. The ship *Fairfield* has now on board 350 tons of coal. The rent of the depot for coal amounts to \$277.78, and the estimated amount for lighterage is \$875, making \$1,152.78, which amount I have paid to Mr. Thionville, taking proper receipts. The actual amount of lighterage may be a trifle more or less than the estimated amount, and on my return here I will adjust the difference.

It is reported here that a French vessel which arrived here some time since was spoken by the *Alabama* off the coast of Spain, but I have not been able to trace the report to a reliable source.

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

WELD N. ALLEN,

Lieut. Comdr., U. S. Navy, Commanding U. S. S. *Oneida*.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding the vessels of his command.

FLAG-STEAMER VANDERBILT,

St. Thomas, May 23, 1863.

SIR: The *Wachusett* will leave this port to-morrow for Boston, agreeably to the orders of the Department, under command of Lieutenant-Commander Fleming.

On the receipt of your order, which reached me at this port, orders were dispatched to the *Sonoma*, Commander Stevens, to proceed to New York for repairs. I suppose by this date she may be on her way home.

The *Wachusett* has been retained here sufficiently long to effect the object I had in view, of which I informed the Department, and put a stop to the contraband runners seeking this port to effect repairs and coal before attempting to run the blockade. There have been no arrivals here of that class of vessels since the capture of the *Dolphin*.

This port, as I have some time since informed the Department, was becoming a nest of these rebels. The contraband agents have made many complaints to the governor of this island, urging him to deny us the privilege of this port, but have found no favor, as he has informed me he does not desire their presence. From them have emanated a great many reports and letters intending to show the squadron, and particularly myself, in an odious point of view. The intercourse between myself and the governor of Santa Cruz, as well as this island, has been most friendly, and a perfect understanding prevails on all the points which could tend to disturb our relations. My correspondence with the governor, which has been forwarded to the Department, will give you the whole in detail.

I found it impossible, consistent with the duties of the squadron, to arrange it so that Commander Stevens should take the *Wachusett* home on the arrival of the *Juniata*. On the reception of the orders to send the *Sonoma* home for repairs, I concluded that the Department intended that Commander Stevens should return in her. Both the *Sonoma* and *Wachusett* will, I hope, soon rejoin me, or others be sent in their stead.

The *Alabama* is now undergoing repairs here. Her lever beam, which is badly cracked, is to be strapped and made serviceable at a very moderate expense. It will be made stronger than it was originally. It could not be trusted longer; every day it opened more, and I felt much anxiety lest it might give way, and thus damage the other parts of the machinery and probably smash the whole.

I regret very much the nonarrival of my dispatches. The acting consul-general has written me that he has a number, and that he did not forward them by the British steamer in consequence of the high rate of postage charged. I was in hopes I should have received them by the Spanish steamer due yesterday, but she has not arrived and I can not wait longer.

* * * * *

The *Gemsbok* will, I think, hold sufficient coal for our use and relieve us from the demurrage vessels might be subject to. She has been fitted for the service and, though smaller than I could wish, she will answer as a deposit for coal, provisions, and stores for the squadron. The repairs on the *Alabama* will probably require some three weeks.

The *Oneida* has been sent to keep a watch over Martinique and will remain in the vicinity of the French and English islands.

I enclose herewith a diagram of the tubes of the *Wachusett's* boilers, as it will give the Department a better idea than any description I could give of them. It is almost impossible for me to even suggest the cause, but great defect in the iron in some of the boxes is quite apparent. They have all been carefully watched and attended to. Those marked are the ones which have been plugged. I can not well give you an idea how much trouble, anxiety, and vexation they have caused me and the engineer, Mr. Pendleton, who has been very assiduous in the performance of his duties. You will coincide with me in opinion that she has been run as long as it was possible to do with safety to the engineers and firemen. I have given them strict orders not to use any undue pressure on their way home, and to depend on and use the sails whenever opportunity offers. In consequence of the state of the *Wachusett*, I have given orders, in case of accident or undue delay in reaching Boston, to make for Philadelphia or New York. Lieutenant-Commander Fleming will, however, state to you the reasons in case of his so doing, which the Department will be the judge of.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Wachusett, to proceed to Boston, Mass., for repairs to that vessel.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 23, 1863.

SIR: You will proceed with the *Wachusett* to Boston, when, on your arrival, you will report to the honorable Secretary of the Navy. You will pass from this port direct to the island of Bermuda, where you will communicate with our consul, Mr. Allen, remaining off there such time as may be advisable after hearing from him,

It is desirable on your way to Boston that you should employ your steam power as little as possible, making use of your sails, reserving it for any emergency of chase or other necessity.

Should you find any difficulty in reaching the port of Boston, you will make New York or Philadelphia, and report the cause of your being obliged to seek either of those ports to the Department.

The condition of the starboard boiler is such as to require the most careful management of the engines, when you have steam on, to prevent accident.

On your arrival you will conform to the rules and regulations of the service, and be prepared to undergo the usual inspection required of vessels returning from a cruise.

Acting Volunteer Lieutenant Commanding Edward Cavendy is ordered to take passage with you.

Any men whose terms of service have expired, and who have served three years, you will report for honorable discharges to the Secretary of the Navy, if their conduct shall have entitled them to such discharges.

Wishing you a safe and speedy passage,
I am, respectfully, your obedient servant,

CHARLES WILKES,

[Acting Rear-Admiral,] Commanding West India Squadron.

Lieutenant-Commander CHAS. E. FLEMING, U. S. Navy,
Commanding U. S. S. Wachusett.

Letter from the Secretary of the Navy to Messrs. Secor & Co., announcing the readiness of the U. S. ship Ino for duty as convoy.

NAVY DEPARTMENT, May 23, 1863.

GENTLEMEN: The U. S. ship *Ino*, at New York, will be ready for orders early next week, and the Department desires to be informed when your vessel will be ready for sea, and which the *Ino* is to convoy.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Messrs. SECOR & CO.,
Jersey City, N. J.

Letter from the Secretary of the Navy to a committee of the Boston board of trade expressing inability to comply with the request for increased protection to Boston Harbor.

NAVY DEPARTMENT, May 23, 1863.

GENTLEMEN: Your communication of May 15th, in reference to the defenses of the harbor of Boston, and asking that a United States naval vessel be ordered to that port to protect especially the entrance through Broad Sound, also suggesting that the frigate *Sabine* be transferred to that harbor, has been received.

While sharing equally, at least, with the committee the responsibility of results that might be caused by any omission or seeming omission to take proper precautions to protect Boston and other places on our

coast, it would be impossible, as the committee must be aware, to station a naval vessel at every important point that is exposed, to guard against remote but possible contingencies. No place in New England is so well protected as Boston at this time, and no place is more entitled to protection, for the number of people and the amount of property there concentrated exceeds all others.

If Congress, out of abundant precaution, were to direct or authorize a squadron to guard the coast from Eastport to the capes of Delaware, the Navy Department would carry into effect its requirements, but no estimate or appropriations, have been made for such a purpose. Boston has had, and will continue to have, the supervisory care of this Department as fully, to say the least, as any place on our coast, although the defenses of the harbor belong more appropriately, perhaps, to another Department of the Government.

It is assumed by the committee that the steamer *Roanoke* is set apart for the defense of the harbor of New York. There is no authority for such assumption. That vessel is being prepared for service at New York, as vessels are being prepared at Boston, and may thus incidentally furnish security which other less favored places do not enjoy, but the *Roanoke* has not been assigned for any such duty as indicated in your communication.

The Department has ordered an armament to be placed on the *Ohio*, as was requested, and directed in anticipation of danger that a vessel be put in preparation and assigned for the defense of Boston and New England. Still we may have disaster, notwithstanding all our precautions, and they might occur were we to withdraw several vessels from active blockade duty and station them on the eastern coast.

The *Sabine* is one of the fastest sailing vessels in the service, and as soon as a crew can be procured will be dispatched on a cruise, and can not, therefore, be ordered to Boston, as suggested. It would afford the Department gratification to comply with all the suggestions of the committee were it possible to do so and not neglect the general duties devolving upon it in the prosecution of the war.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Messrs. E. S. TOBEY,
R. B. FORBES,
SAM'L H. WALLEY,
*Harbor Defense Committee of Boston,
Boston Board of Trade, Boston, Mass.*

Instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, relative to cruising.

FLAG-STEAMER VANDERBILT,
St. Thomas, May [23], 1863.

SIR: You will expedite the repairs on the machinery of the *Alabama* as much as possible. As soon as you are ready, and shall have taken in all the provisions, stores, and coal you need, you will repair to sea and proceed to the west end of the island of Puerto Rico, by either the north or south side, and communicate with one or other of the ports

near the Mona Passage for information. Returning you will pass along the opposite coast of Puerto Rico, and from thence visit all the islands in the Windward group until you fall in with the *Oneida*. I enclose a copy of Lieutenant-Commander Allen's orders, which will convey to you my wishes in regard to cruising in this group.

You are at liberty to visit this port either for coal or provisions, and for the purpose of obtaining information. You will keep me constantly advised of your movements and of any events of interest that may be passing.

Communications directed to our consul here will be sure to reach me, and you may hear from me through him.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander E. T. NICHOLS,

Commanding Steamer Alabama, West India Squadron.

Further instructions of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Nichols, U. S. Navy, commanding U. S. S. Alabama.

FLAG-STEAMER VANDERBILT,
St. Thomas, May 24, 1863.

SIR: On the arrival of the *Shepherd Knapp* with stores and provisions you will fill up your requisitions out of her. The balance of the stores, etc., on board of that vessel will be discharged into the *Gemsbok*.

I enclose orders for Acting Volunteer Lieutenant Commanding Eytlinge. You will direct him to prepare for sea at once and sail agreeably to his instructions.

In the event of the arrival here before you leave of an officer to command the *Oneida*, you will direct him to lose no time in joining his vessel, and when in command to be governed by the orders given to Lieutenant-Commander Allen.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Acting Rear-Admiral, Commanding West India Squadron.

Commander E. T. NICHOLS, U. S. Navy,

Commanding Steamer Alabama, West India Squadron.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, of return to Panama, New Granada, after four months' cruise in the Southern Pacific.

U. S. FLAGSHIP LANCASTER,
Panama, May 25, 1863.

SIR: I have the honor to report my arrival at Panama on the 21st instant, after an absence of upward of four months, in which we have visited the ports of Valparaiso, Coquimbo, Cobija, Arica, Pisco, Chinch Islands, Callao, and Payta.

The appearance of this ship at these several places has had the effect of showing that we still have a force in this ocean, which was doubted by many in consequence of the few opportunities there have been to employ a vessel on this service.

I have already sent the Department a detailed account of the several places we have visited.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, relative to the insufficiency of his command for the protection of the Pacific coast.

U. S. FLAGSHIP LANCASTER,
Panama, May 25, 1863.

SIR: On my arrival at this place I received a letter from Commander Stanly, enclosing a report on the steam boilers of the *Narragansett*, a copy of which I have sent to the Bureau of Construction, etc. It is most unfortunate at this time that the ships of my squadron are giving out, one after another, in consequence of having been so long and so actively employed. Several of them have received, from time to time, temporary repairs only, until this course will no longer answer. I was compelled to send first the *Cyane* and afterwards the *Saranac* to San Francisco, urging the necessity of completing the necessary repairs as soon as possible, but I have received a letter from Captain Selfridge, commandant of the navy yard at Mare Island, Cal., informing me that the *Cyane* only is under repair and that the *Saranac*, the vessel whose services are most required, is kept at San Francisco as a protection to that city. I was in hopes that the *Saginaw* would have been added to my squadron, as we require a vessel of that class to cruise between Panama and the southern coast of Mexico. There are a number of small harbors in Central America where a steam privateer could be prepared, make a dash at one of our mail and treasure ships, and, if successful, break up our communications between San Francisco and Panama for weeks before I could hear of it.

The only available force I have at present is the *St. Mary's*, which is kept here as a guard ship for the protection of the Panama Railroad; the *Narragansett*, now engaged in looking out for our mail steamers at Acapulco and Manzanillo, and the flagship.

It was my intention, as soon as the *Saranac* was repaired, to send her again to Acapulco, and the *Narragansett* to cruise along the coast of Central America, but, from causes already explained, this can not be done, and this long line of coast must be left unprotected.

I have received a letter from Hon. Thomas H. Olay, U. S. minister resident at Nicaragua, urging the necessity of sending a vessel to the port of Realejo in consequence of the unsettled state of that country, but I have no vessel to spare for that purpose.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Instructions of the Secretary of the Navy to Acting Master Williams, U. S. Navy, commanding U. S. ship Ino, relative to convoy of steamer Aquila.

NAVY DEPARTMENT, May 26, 1863.

SIR: Messrs. Secor & Co., of Jersey City, the builders of the ironclad steamer *Oamanohe*, which is to be sent to the Pacific coast in detached pieces by the ship *Aquila*, reports that the *Aquila* will be ready to sail at any time after the 28th instant.

The U. S. ship *Ino*, under your command, will convoy the *Aquila* across the line and well into the southeast trades, and then return to the vicinity of the equator in the track of homeward-bound ships, where she will cruise until it is necessary for her to return to New York for provisions.

You will have an interview with Messrs. Secor & Co., and make arrangements with the captain of the *Aquila* as to sure methods of keeping company and exchanging signals.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master JAMES M. WILLIAMS,
Commanding U. S. Ship Ino, New York.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of cruise in Brazilian waters in search of Confederate cruisers, accompanied by letter from U. S. consul at Pernambuco, Brazil.

U. S. S. MOHICAN,
Bahia, May 26, 1863.

SIR: I have to report to the honorable Secretary of the Navy that I sailed from Pernambuco at 5 p. m. on the 21st of May. Having received information from the consul that the *Florida* was at an island about 14 leagues from that place, I proceeded to that island, but did not find her there as reported. Enclosed you have the consul's note. I then stood down the coast under all steam and sail for Bahia, hoping that I should fall in with some of the piratical vessels. I arrived at 7 p. m. on the 24th instant at Bahia and communicated with the consul, and learned that the *Alabama* sailed from this place on the morning of the 21st instant and the *Georgia* on the night of the 22d instant. The *Georgia* was first called the *Japan*, secondly the *Virginia*, and lastly the *Georgia*, and is commanded by William L. Maury, formerly a lieutenant in the U. S. Navy. They gave out here previous to sailing that they were bound to China, but this is not believed here.

Since I left St. Vincent I have touched at the island of Fernando de Noronha, St. Paul, Pernambuco, and Bahia, and every exertion was made by me to reach these places as soon as possible. With all the detentions of coaling, etc., I was only fifteen days from St. Vincent to Bahia. I shall continue to cruise on the coast until I capture them or receive further orders from the Department.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—The *Georgia* is brig rigged, carries four 32's and one 8-inch pivot, and is an iron vessel.

O. S. G.

[Enclosure.]

[MAY 21, 1863.]

DEAR SIR: The Baron de Livramento has just sent me word that the *Florida* was yesterday at the island of St. Aleixo, 14 leagues from this, and is supposed to be there at this moment.

In haste, yours, truly,

T. ADAMSON, JR.,
U. S. Consul.

Captain GLISSON.

Letter of the Secretary of the Navy to Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, forwarding information received regarding the probable whereabouts of C. S. S. Alabama.

NAVY DEPARTMENT, May 27, 1863.

SIR: Allan McLane, esq., president of the Pacific Mail Steamship Company, in a recent letter to the Department, communicates the following extract, which he says is from a letter received from a reliable person in London, dated May 8, 1863:

The *Alabama* was in latitude 36° S., longitude 44° W., or south of Rio, on the 12th or 18th of March—I forget which—doubtless bound round the Horn. She was afraid of being seized by the British authorities, I understand, as they regret very much her escape.

I deem it proper to communicate the above extract to you, although information has been received from which it would appear more probable that the *Alabama* was nearer 36° north than south latitude at the time mentioned.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron, Panama, New Granada.

Letter from the U. S. consul at Pernambuco, Brazil, to the Secretary of State, reporting the violation of neutrality by the authorities of that port in supplying coal to the C. S. S. Florida.

[Extract.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Pernambuco, May 27, 1863.

SIR: In my dispatch, under date of April 29, I had the honor to inform you of a personal interview had with the president of this province, and of the friendly disposition expressed by him on the part of his Government toward the United States, the subject of our conversation being the recent outrages committed at Fernando de Noronha by the rebel pirate *Alabama*.

It now becomes my duty to inform you of the action of the government of this province in permitting the pirate *Florida* to enter this port, which, in my opinion, is not in accordance with the friendly sentiments then expressed by his Excellency the president.

On the 8th instant an armed steam vessel, bearing the flag of the so-called Confederate States, appeared in the outer roads of this port and made signal for a pilot. She was speedily recognized by her late prisoners to be the *Florida*. I soon learned that the pilot declined bringing her into the harbor until the permission of the authorities was obtained, and that an officer from the *Florida* had landed and was about to ask permission of the president to bring her inside the reef, which forms the inner harbor, for the purpose of obtaining coals, provisions, etc., and, as he asserted, to repair the machinery of the vessel. I at once hastened to the government palace, and, in a personal interview with the president, was told that application had already been made for permission to bring the *Florida* into this port, and was shown the letter of her commander making the request.

For the purpose of preventing this permission being accorded, I brought in review before his Excellency the president the recent acts of the *Alabama* at Fernando de Noronha, of which I have already informed the Department of State, reminding him of those acts, which he had in his own official communications to me styled violations of the neutrality and sovereign rights of Brazil, were sufficient to deprive any vessel wearing a similar flag of the belligerent character claimed by the commander of the *Florida*. I endeavored to show to him that those acts conclusively proved the piratical character which the Government of the United States had always contended to be the true character of these vessels, sailing under a flag of no recognized nationality.

I further remarked that it was impossible that the Government of the United States could look with indifference upon assistance rendered to any vessel of this class, and that the fact of their being permitted to enjoy the hospitality of the ports of this Empire would, in my opinion, be viewed in an unfriendly light.

In speaking of the acts of the *Alabama* at Fernando de Noronha, I referred to the fact that on the 10th of April she towed the ship *Louisa Hatch* into the port of the island, and during the five days following was employed in taking from her a part of her cargo of coal, thus consummating an act of robbery in a port of the Empire; that on the 15th of April she left her anchorage to capture two American vessels, touching at the island for supplies, the masters of which were at the time of the capture on the island and had claimed the protection of the Brazilian flag; that one of these vessels, viz, the bark *Lafayette*, was immediately burned by the commander of the *Alabama*, and the other, viz, the brig *Kate Cory*, was towed by the *Alabama* into the harbor or port of the island; and that finally, on the 17th of the same month, the ship *Louisa Hatch* and brig *Kate Cory* were taken to a short distance from the land and burned by order of the commander of the *Alabama*, who was still permitted to remain at the port of the island.

I then endeavored to suggest, in a manner that could not be offensive, the idea that, although the Government of the United States might accept the disclaimer on the part of Brazil of any complicity with these piratical acts on the ground that there was no force at Fernando to prevent them, the admission of the consort of the *Alabama*, viz, the *Florida*, to this port would weaken the effect of that disclaimer.

Finally, I informed the president that I deemed it my duty to protest most earnestly against the admission of the *Florida* into this port.

The substance of the president's reply was that he had not yet decided as to what course he should pursue, but he evidently inclined to

the opinion that he must accord certain belligerent rights to the *Florida*. He desired, however, that I should not make formal protest until after he had informed me of his decision.

On the same afternoon, at 20 minutes after 4 o'clock, I received from the president a communication informing me that the *Florida* was permitted to enter the port for the purpose of obtaining coals and provisions and to make repairs to her machinery, for which purposes the space of twenty-four hours was granted. * * * The same evening I prepared a protest against this act, which was sent to the president the following morning. * * *

On the evening of the 9th instant, while on the way from the consular office to my residence, I was overtaken (at 7 o'clock p. m.) by a messenger bearing two letters from the president, both date of that day. The one informed me that permission had been granted to the *Florida* to remain three days in this port in addition to the twenty-four hours first granted. * * * The other was an answer to the protest of this consulate against the permission to enter this port accorded to the *Florida*.

In my answer to the latter I referred to the conversation of which I have already given you the substance in this dispatch, and also to his Excellency's own official letter of April 28, as proving that he previously held a different opinion as to the character of the *Alabama* from that now entertained in regard to the *Florida*. I also declined further discussion of the subject on the ground that it was not permitted to me to discuss questions of international law. A copy of this letter is respectfully submitted herewith.

Under date of May 12 the president continues the correspondence, but on that day I was taken ill with fever, of which fact the president was made aware, and the only answer made to this last official letter was a simple acknowledgment of its receipt.

It is hardly necessary to enter into any further explanation of my course, as it is by the correspondence herewith enclosed that the Department of State will probably judge me. I may, however, be permitted to say that the care of 144 destitute seamen suddenly devolved upon me; that it was with the greatest difficulty that I found means to provide for the wants of all of them; that many disgraceful acts of disorder on the part of these men caused the loss of valuable time in trying to preserve the public peace, and that the depositions and protests of masters had to be attended to, in addition to which, correspondence with the Department of State, with our minister at Rio [de] Janeiro, and with individuals who had, or fancied they had, business with this consulate, left but little time for reflection.

If, therefore, in this correspondence I have in the hurry of the moment dropped an unguarded or illy chosen word, I can only say that I have endeavored faithfully to perform my duty, but the salary which the people of the United States think is sufficient for the consul at this port will barely support me in the practice of the most rigid economy, and that I can not afford to employ a clerk, because a competent person would demand for his services the full amount of my salary.

During the past month (excepting during my illness) I have given, on an average, sixteen hours per day to the public service, and when the physical energies are exhausted with unremitting toil the mind can hardly be in a fit condition to take up the consideration of delicate subjects.

Returning to the subject of the arrival of the *Florida* in this port, I have to say that, as before mentioned, she entered the harbor on the afternoon of the 8th instant, and at about 5 o'clock reached her anchor-

age ground, almost immediately in front of this consular office. Immediately after dropping her anchor she sent on shore the officers and crew of the brig *Clarence*, of Baltimore, 8 in number, who at once claimed the protection of this consulate. The master of the *Clarence* reported that his vessel was captured by the *Florida* on the 6th instant, in latitude 6° S., longitude 34° 30' W., while on the voyage from Rio de Janeiro to Baltimore; that a prize crew of 20 men, with one brass swivel gun and sundry small arms, was placed on board the *Clarence* and she was sent off to cruise as a privateer, as he supposes, the crew of the *Clarence* being prisoners on board the *Florida* until their arrival here.

On the evening of the arrival of the *Florida* here, a Mr. Wilson, British merchant of this city, of the firm of Wilson & Hett, and holding the position of vice-consul of Italy, called upon me at the consulate. He informed me that the firm of which he is a member, represented in Rio de Janeiro by Hett, Wilson & Co. and in Bahia by Wilson, Hett & Co., have a contract with the Government of the United States to supply vessels of war of the United States with coals in these three ports. This person had the refreshing coolness to ask me if he should supply the *Florida* with coals, application having been made to him for that purpose. Being a colleague, I did not kick him downstairs, but merely told him that if he did supply the *Florida* (as he evidently intended to do) I would use every exertion in my power to prevent him ever making another sale to the Government of the United States. He left my office, after repeatedly declaring that he would not sell any coal to the *Florida*, and immediately afterwards sent 140 tons of coal alongside that vessel.

The pirate remained in port until the 12th instant, at 2 p. m. During his stay here I can not learn that any official visits were interchanged between the officers of the *Florida* and the authorities on shore.

The British consul at this port informed me that the commander of the *Florida* called on him, but he (the consul) declined an interview.

On the 20th instant the U. S. S. *Mohican*, Captain O. S. Glisson, arrived here in search of the *Alabama* and *Florida*. Being short of coals, he entered the port, and upon my representation of the conduct of the firm of Wilson & Hett, Captain Glisson purchased his coal of the loyal American firm of Messrs. Henry Forster & Co. Mr. Wilson entered protest at the British consulate against Captain Glisson and the Government of the United States for what he alleges is a breach of contract. Having just left a sick bed, I was unable to accept the invitation of Captain Glisson to visit the *Mohican*. I made every effort, however, that my infirm health would permit, to serve him. On the 21st instant I received information through the Baron de Livramento, a Brazilian gentleman of the highest standing and very friendly toward the Government of the United States, that the *Florida* was that morning at the island of St. Alexis [Aleixo Island], about 14 leagues south of this port. This information was at once communicated to Captain Glisson, and the same day he left this port with the *Mohican*, hoping to meet the *Florida* within a few hours.

A Brazilian steam vessel of war left this port with the *Mohican* for the purpose, as is reported, of preventing any infringement on the part of the *Mohican* of the neutrality of Brazil at the island of St. Alexis [Aleixo Island].

As the latter vessel was observed off this port on the following morning, it is presumed that she parted company with the Brazilian man-

of-war during the night, intending to have a clear field for operations in case of meeting with the pirate. Since that time I have no information of her whereabouts. The *Alabama* and a new English rebel pirate were reported at Bahia a few days since, but the Department of State will no doubt have information from the consul at that port as to their movements.

I have the honor to remain, with highest respect, your most obedient servant,

THOMAS ADAMSON, JR.,
Consul.

HON. WILLIAM H. SEWARD,
Secretary of State Washington, D. C.

[Endorsement.]

There is not and never has been any coal contract or agreement with any person or firm in Rio de Janeiro, Bahia, or Pernambuco.

A. N. SMITH,
Chief Bureau Equipment and Recruiting.

Letter from U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding successful blockade running from that port.

U. S. CONSULATE,
Nassau, New Providence, May 27, 1863.

MY DEAR SIR: I have the honor to report that the *Chippewa* called here yesterday and delivered your dispatch of the 14th at St. Thomas. The *Chippewa* was here at an opportune time, I hope, and if she were fast might pick up a runner, as there are as many as eight due within the forty-eight hours. They will be coming in while the *Chippewa* is going out. I posted Commander Bryson as to their present route, and it is quite in his way to the rendezvous with the *Rhode Island*. She is so slow that she can catch nothing that has any reasonable notice.

I am grieved and chagrined every day at the success and impunity of the blockade runners at Charleston and Wilmington. I am so entirely a landsman as not to be a judge of the matter, but it strikes the public, as it does me, that there is a screw loose somewhere in that service. Since I have been here there have been as many as 112 voyages to Charleston and Wilmington and back, equal to 224 trips; but 12 steamers have been lost or captured and a fair share of these by your squadron. Under such circumstances England can set up a plausible claim that the blockade is not such as to meet the demands of public law, and make a good case to the foreign powers. The fact is, success of the runners is the rule and capture the exception. I believe I will write to the Administration to place you in charge of the blockading squadron at Charleston and have it made a little more effectual and respectable.

As to the service here, there is not likely, I think, to be any exigency here calling for any special force. The confident expectation of the arrival of the *Oreto*, or *Alabama*, which has long existed here, has died away. I doubt if they will come to a port so notorious and so well watched as this. But I consider that there is and has been always an exigency calling for more force here during the dark nights of each month, and I do think that good would result from adding two or three gun-

boats to the force watching the passages to this island, provided they were fast; slow gunboats are a broken reed. There are now sixteen steamers engaged in running, and there are more coming. One arrived last night from England (London); she is called the *Warrior*; iron, side-wheel, very low in the water, two short smoke pipes and two masts, standing in line of the keel. She is said to be the fastest that has yet come out, having been built for Fraser & Co., of Charleston. The *Sirius*, *Orion*, and *Norseman*, which arrived from England at about the time the *Rhode Island* was here, all went to Dixie, and the *Norseman* was wrecked at Charleston (a total loss), with cargo of cotton. I learn that the authorities here have warrants out against all your pilots who are British subjects. Yesterday, when the *Chippewa* was here, the provost-marshal started with his boat and a warrant for Pilot Curry, intending to get on board and arrest him if possible, he supposing the ship to be the *Tioga*. Warrants are out at all the points in the Bahamas where our cruisers resort, hoping to catch these pilots. Of course they will not be allowed on board with their process, and the pilots will do well not to land at any point.

* * * * *

I am, very respectfully, your obedient servant,

S. C. HAWLEY,

U. S. Consul, Nassau, New Providence.

[Acting Rear-Admiral CHAS. WILKES, U. S. Navy,
Commanding West India Squadron.]

Capture of the steamer Victor, May 28, 1863.

Report of Commander Stevens, U. S. Navy, temporarily commanding U. S. S. *Juniata*, of the capture by that vessel of steamer *Victor*.

U. S. S. JUNIATA,
Key West, May 30, 1863.

SIR: I have the honor to report that, while temporarily in command of this vessel, she captured, Morro Castle then bearing E. by S. $\frac{1}{2}$ S., distant about 8 miles, on the evening of the 28th ultimo [instant], the steamer *Victor*, of about 100 tons, then under English colors.

The papers of the *Victor* were mainly correct, but, by the admission of one of the crew, the vessel was intended to run the blockade, and the nature of the circumstantial evidence is such that I think there can be but little doubt of her condemnation. She was bound ostensibly for Matamoras, for which place her cargo was entirely unsuited. I convoyed her to this port, where I arrived yesterday, the *Juniata* requiring repairs.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

HON. SECRETARY OF THE NAVY.

Letter from the Secretary of the Navy to Commander Stevens, U. S. Navy, commanding U. S. S. *Juniata*, regarding protest by the master of steamer *Victor* against the seizure of that vessel.

NAVY DEPARTMENT, *July 16, 1863.*

SIR: The seizure of the British steamer *Victor* by the U. S. steam sloop *Juniata*, under your command, on the 28th of May last, near the

island of Cuba, has been the subject of serious official complaint to the Secretary of State by the Spanish minister in Washington.

The representations in the accompanying copy of a protest of the master of the *Victor*, and a communication of the Spanish consul at Key West, are the basis of Mr. Tassara's complaint, and upon these charges of illegal seizure, violation of the sovereignty of Spain, improper treatment of the crew of the *Victor*, etc., are made.

The Department wishes a full report from you in reference to the seizure and other matters presented in the papers transmitted.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander T. H. STEVENS, U. S. Navy,
Erie, Pa.

Further report of Commander Stevens, U. S. Navy, commanding U. S. S. *Juniata*, relative to the seizure of English steamer *Victor*.

ERIE, July 24, 1863.

SIR: In reply to your communication of the 16th ultimo, concerning the seizure of the English steamer *Victor* by the *Juniata*, under my command, I beg leave to state that the capture was made on the evening of the 28th May, Morro Castle then bearing E. S. E. (true), distant 8 miles, and that this result was arrived at from numerous coast bearings taken for the purpose of determining the exact position of the vessel by the master of the *Juniata*, Mr. Kautz, by my orders. I was thus particular, as I thought it not unlikely the question of jurisdiction might arise [and wished?] to be prepared for it. In addition to this, I directed the first lieutenant of the *Juniata* to get the opinion of the officers upon the subject, all of whom agreed upon the distance being as great at least as reported, and, moreover, when I enquired of Captain Pearce, upon his coming on board the *Juniata*, how far he thought the nearest land was distant, he replied about 5 miles, which nearly agrees with the bearing and distance of Morro Castle as reported.

In regard to the conduct of Mr. Stimpson, the boarding officer of the *Victor*, as charged in the statement of Captain Pearce, I have only to say this is the first intimation I have had of any such complaint. If Captain Pearce had any ground for just complaint he had ample opportunity to have made known his grievances before.

The officers and crew of the *Victor* were kept in confinement, at the request of the prize commissioner, to prevent their being tampered with until he could procure their evidence according to law.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

HON. SECRETARY OF THE NAVY.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, transmitting complaints from the British authorities regarding the capture of steamer *Victor*.

NAVY DEPARTMENT, July 31, 1863.

SIR: I transmit herewith a copy of a letter from the Secretary of State dated the 20th instant, accompanied by a communication from

Lord Lyons and other documents in reference to the seizure of the steamer *Victor* by the *Juniata* on the 28th of May last, the conduct of the boarding officer, and the treatment of the officers and crew of the captured vessel.

These papers are transmitted to you for an investigation, as far as you may be able, of the charges against the boarding officer and of alleged harsh treatment of the officers and crew of the *Victor*. The injuries of which they complain appear to have been suffered whilst they were in the custody of the court at Key West. Commander Stevens, in a letter to the Department, states that he kept them in confinement on board the *Juniata*, at the request of the prize commissioner, to prevent their being tampered with until their evidence could be taken.

Communicate the result of your enquiries to the Department as early as practicable.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral JAS. L. LARDNER,
Commanding West India Squadron, Havana.

[Enclosures.]

Statement and protest of the master and officers of the British steamer Victor in regard to her capture by the U. S. S. Juniata.

Know all men by this public instrument of protest: That on the 25th day of June, in the year of our Lord 1863, at the office of the British consulate at Havana, before me, John Vincent Crawford, esq., her Britannic Majesty's acting consul-general in Cuba, personally appeared John James Pearce, the master and owner; Lumley Kennedy, the mate, and George W. Ardill, chief engineer, all of and belonging to the screw steamer *Victor*, provisionally registered at this office, and, being severally sworn upon the Holy Evangelists of Almighty God, declared that they on board of the said vessel, she then being tight, staunch, and strong, well fitted and provisioned, and in every respect complete for their then intended voyage, and being laden with a general cargo of lawful merchandise, got up steam and departed from this port of Havana on the afternoon of Thursday, the 28th day of May last, and proceeded on their voyage toward the port of Matamoros, the vessel's clearance and other papers being in perfect order; that when in the narrows between the guardship and the Morro, at the entrance of the harbor, the U. S. steam sloop *Juniata* passed them and stood out to sea. At 5 p. m., when abreast of the Morro Castle, the *Victor* discharged her pilot, and there being a heavy sea breaking on the coast, they proceeded under easy steam. At 6 p. m., when they were about 5 miles from the Morro and about 2 miles from Punta [Punta?] de los Roques, between the Chorrera and Marianao, the U. S. ship of war *Juniata*, then to the northward and eastward of the *Victor*, bore down upon them, and while crossing the bow hailed them and ordered them to stop until she sent a boat on board. That the *Victor* was immediately stopped, and a few minutes after she was boarded by a boat from the *Juniata*, the officer in command of the boat demanding the vessel's papers in a most violent manner and using very insulting language. He then ordered the boat's crew to break open the cargo, and to the master's request that they should use an auger to bore the chests of tea instead of smashing the lids and damaging the contents the officer

paid no attention. The master was then ordered to go on board the *Juniata*, and directions were given to steer the *Victor* in that vessel's wake. The boarding officer, being asked why he thus treated a British vessel bound on a legitimate voyage and having all her papers in proper order, replied, in a most violent manner, that Admiral Wilkes's orders were to seize every steamer under the British flag going to the westward. After the master had been on board the *Juniata* for a considerable time, the commander informed him that he would take the *Victor* to Key West, and, upon the master's remonstrating and protesting against such a proceeding, the commander replied that, from information received whilst at Havana, he suspected that it was the master's intention to run the blockade. The master was kept a prisoner on board the *Juniata*, and so were all the *Victor's* crew except the second engineer and one fireman. The *Victor* being a light-pressure boat, the engineers of the *Juniata* were unable to work her engines, so that the *Victor's* second engineer had to be sent back to her for that purpose. That they arrived at Key West on the 29th of May, were refused any communication with the British vice-consul, and kept prisoners on board the *Juniata* from the 29th May until the 9th June, and were not allowed beds of any description nor even a change of clothes. On the 9th June the master, the chief engineer, and the mate were taken to Fort Taylor, where their names were registered, and the officer who brought them from the *Juniata* ordered that they were to be placed in close confinement. They were then locked up in a cell, the door of which was air-tight. This cell was about 10 feet square, with a slanting roof, the highest part being about 10 feet and the lowest part about 7 feet from the floor; in the wall at the upper part were two holes, protected by strong iron bars. Their sufferings there were dreadful. They had to strip off the clothes which they had been compelled to wear since their departure from Havana, and were obliged to lay naked and gasping on the floor of the cell. After awhile the jailer came with a bucket of water and locked the door. Next morning they begged the jailer to get a chain so as to secure the door, so as to leave it a little open that they might get some air, but even this was refused. That night, the mate having become violently ill, he had to be removed to another cell. That on the 11th June the master was sent for and taken to the office of the prize commissioner to be examined, and on his return to the fort he complained so badly of palpitation of the heart that he was allowed to pass the night in one of the casemates, but the following night, though still very unwell, he was again put back into the cell. That this dreadful treatment continued until the 13th instant, when they were all discharged from the fort and set at liberty. The rest of the crew had been landed from the *Juniata* on the 9th, and were left to shift for themselves. And whereas the said steamer *Victor* was lawfully cleared and laden with a legitimate cargo from Havana to Matamoras, and was really and truly bound for the latter port, and, moreover, was in Spanish waters when seized by the *Juniata*, as aforesaid; now, therefore, these appearers desire to protest, and by these presents do most solemnly protest, against the commander, officers, and crew of the U. S. S. *Juniata*, and against the Government of the United States of North America, under whose orders the said commander, officers, and crew have acted and are acting, for the unjust and arbitrary seizure and detention of their vessel, the *Victor*, and her cargo, and for all losses, damage, averages, demurrage, loss of markets, and any and all other

wrongs whatever which have been, or may have been, sustained or suffered, or may have arisen to the said steamer *Victor*, her tackle, apparel, or to the cargo on board in consequence thereof. And, further, these appearers do solemnly protest against, and claim damages from, the Government of the United States for the harsh and cruel imprisonment they have suffered on board the *Juniata* and in Fort Taylor, as being not only perfectly uncalled for, but contrary to the laws of humanity and justice, for these appearers swear that they have done nothing whatever to warrant such treatment.

JOHN. J. PEARCE.
G. W. ARDILL.
LUMLEY KENNEDY.

Signed and delivered before me this 25th day of June, 1863.

JOHN V. CRAWFORD,
Acting Consul-General in Cuba.

Statement of George William Ardill, chief engineer of the British steamer Victor, in regard to the capture of that vessel by the U. S. S. Juniata, and his subsequent treatment by the United States authorities.

At the office of the British consulate at Havana, before me, John Vincent Crawford, esq., her Britannic Majesty's acting consul-general in Cuba, personally appeared George William Ardill, British subject, born at Manchester, England, chief engineer of the British steamer *Victor*, provisionally registered at this office, and having been sworn upon the Holy Evangelists of Almighty God, declared that he left the port of Havana on the 28th ultimo, as chief engineer, on board of the screw steamer *Victor*, bound to Matamoros, Mexico, and that about 6 o'clock the same evening, when the *Victor* was about 6 miles from the Morro Castle and about 2½ miles from the coast of Cuba, the U. S. S. *Juniata*, Commander Stevens, bore down upon and seized the said vessel. That upon being ordered to go with the rest of the crew of the *Victor* on board the United States ship, deponent asked to be allowed to take his clothes along with him, but the boarding officer answered, "Not a damned stitch." Deponent then remarked, "It is very strange that you should treat us so; we are an English vessel in Spanish waters and bound on a legal voyage;" to which the officer replied, "I don't care a damn; Admiral Wilkes's orders are to seize every damned thing going to leeward, and we will do it."

Deponent was then ordered to work the engine, which he refused to do, as he declined to obey anyone but his own captain, and he was sent on board the *Juniata* with the rest of the crew. The next day they arrived at Key West, where deponent and the rest of the crew were detained as prisoners on board the *Juniata* from the 29th of May to the 9th instant, and were not allowed to communicate with the shore, or with the British vice-consul, nor were they permitted to get a change of clothes. No beds of any description were given them, so that they had to sleep on the bare deck, and they were denied anything from on board their own ship, the *Victor*. On the morning of the 9th instant, deponent, together with the master and the mate, were put into a boat and taken to Fort Taylor, where, after their names were registered, they were confined in a dungeon 10 feet square, the roof being arched, the highest part being 10 feet from the floor and the lowest part 7 feet. The door was air-tight, and the only ventilation was derived from two

small square openings near the roof, and which were strongly grated. The heat and stench of this dungeon soon became intolerable. They were obliged to strip themselves naked, and lay flat on the floor gasping for air. The jailer, upon their beating on the door for some time, brought them a bucket of water, without any vessel to drink with, and locked the door again. At 12 o'clock, noon, the jailer appeared with a sentry, and as soon as deponent, the master, and the mate had hurried on their clothes, they were led to the soldiers' mess for dinner, and were allowed about a quarter of an hour to eat it, and they were then taken back and locked up as before. At 6 p. m. they were taken in the same manner to supper and returned to their dungeon. Their sufferings that night were indescribable, because of the intense heat and the myriads of mosquitoes, added to the dreadful feeling of suffocation from the scarcity of air. Sleep under such circumstances was impossible. About daylight the mate complained of faintness, and was seized with violent cramps in the stomach and cold sweats, so that they had to thump hard on the door to attract attention. In about three-quarters of an hour the jailer came, and, seeing the mate's condition, had him removed, which gave the deponent and the master great relief, inasmuch as the air consumed by even one person in such a narrow space was of the utmost consequence. The 10th instant passed in the same manner, the master complaining toward night of oppression of the heart. On the 11th instant the master was taken out to be examined before the prize commissioners, and deponent was left alone in the dungeon until the following morning, when, after breakfast, he was allowed to join the master in one of the casemates of the fort, where, it appears, the master had passed the night, having palpitation of the heart. The mate was examined before the prize commissioners, and that evening, about half-past 6 o'clock, deponent, with the master and the mate, were again locked up in the dungeon, termed by the garrison the "sweat box." Here they again suffered dreadfully; their clothes had become offensive, and the scarcity of air was felt, if possible, more than the first night of their incarceration. The mosquitoes were intolerable, and the only way they could create a circulation of air was by fanning the floor with their coats. Their mental sufferings were very great, as being conscious of having committed no offense or crime whatever they were in total ignorance of any reason for their arrest, and what preyed upon their minds most was their uncertainty as to how long this fearful treatment would last, for, if prolonged, it must end in certain death to all three. Fortunately on the 13th instant, after deponent had been examined before the prize commissioners, he and his fellow prisoners were released.

Deponent further declares that he protested against signing the papers presented to him for that purpose by the prize commissioner, Mr. Welsh, said papers purporting to be his testimony, inasmuch as he, deponent, objected to the manner in which his answers were taken down, not being true and fair, and large spaces being left vacant; deponent declares that he signed these papers under a threat from the prize commissioner that if he did not do so he would be kept in Fort Taylor until he got ready to sign them.

Havana, 26th day of June, 1863.

G. W. ARDILL.

Signed and declared by the above-mentioned George William Ardill, in my presence, this 26th day of June, 1863.

JOHN V. CRAWFORD,
Acting Consul-General in Cuba.

I do hereby certify that the above document is a true and faithful copy, word for word, composed of an affidavit executed at this office the day and date therein mentioned, and registered at folios 308, 309, 310 of records, Book F, in the archives of this consulate.

JOHN V. CRAWFORD,
Acting Consul-General.

BRITISH CONSULATE-GENERAL,
Havana, June 28, 1863.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, transmitting statements of the officers of U. S. S. Juniata relative to the seizure of steamer Victor.

FLAGSHIP TICONDEROGA,
Cape Haitien, September 24, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 31st of July, enclosing a copy of a letter from Lord Lyons and other documents in reference to the seizure of the steamer *Victor* by the *Juniata*, on the 28th day of May last, the conduct of the boarding officer, and the treatment of the officers and crew of the captured vessel, which papers were "transmitted to me for an investigation of the charges against the boarding officer and of alleged harsh treatment of the officers and crew of the *Victor*."

Enclosed with this are numbers 1, 2, 3, 4, 5, 6, 7, and 8, the statements of the commander and officers of the *Juniata*, who were on board that ship at the time.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure 1.]

U. S. S. JUNIATA,
Cape Haitien, September 22, 1863.

SIR: In compliance with your order of September 21, I respectfully submit the reports of the various officers of this vessel in reference to the seizure of the English steamer *Victor* and the alleged ill treatment of her officers and crew.

The *Victor* was taken on the evening of May 28. I assumed command of the *Juniata* on the 30th, and found the officers and crew of the *Victor* on board at that time.

On the 9th of June, by order of Acting Rear-Admiral T. Bailey, the master's mate and senior engineer were sent to Fort Taylor, at Key West; the remainder of the crew were allowed to go at large, and were landed at the city of Key West.

In regard to the ill treatment of which they (officers and crew) complain, I would state that they were not confined as prisoners, but were generally unrestricted in their movements about the ship, and that if they had causes for complaint they were never made known to me as the commanding officer.

About their treatment while at Fort Taylor I know nothing.

Very respectfully, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy, Commanding U. S. S. Juniata.

Acting Rear-Admiral J. L. LARDNER,
Commanding West India Squadron.

[Enclosure 2.]

U. S. S. JUNIATA,
Cape Haitien, Haiti, September 21, 1863.

SIR: In obedience to your order of this date, I make the following report:

On the evening of the 28th of May we left Havana, followed by a small steamer showing English colors, and when at least 5 miles from the coast of Cuba boarded and took possession of her. She proved to be the steamer *Victor*. Received on board the officers and crew, with the exception of the second engineer and one fireman, who afterwards came on board at Key West. The master, first and second engineers, were quartered with the steerage officers, were furnished with beds to sleep on, and, in fact, were well cared for. The crew were quartered with our own men.

While at Key West, on account of their ragged appearance, I gave orders that the *Victor's* crew should not be allowed the use of the top-gallant fore-castle, but in every other respect they had the freedom of the ship. The master and first engineer complained of their want of clothing, which had been left on board the *Victor*. An officer was sent to the prize commissioner, who had charge of the vessel, with the complaint, and the answer returned was that it would be attended to.

On the 9th of June I was directed by Commander Clitz to send the master's mate and first engineer to Fort Taylor in charge of Acting Ensign Winslow, who was directed to deliver them to the commanding officer, and was to say to him that, if orders had not yet been received, Admiral Bailey had made all arrangements with the general commanding for their reception at the fort.

Very respectfully, your obedient servant,

J. G. MAXWELL,
Lieutenant-Commander, U. S. Navy.

Commander J. M. B. CLITZ, U. S. Navy,
Commanding U. S. S. Juniata.

[Enclosure 3.]

U. S. S. JUNIATA,
Cape Haitien, September 21, 1863.

SIR: In compliance with your order to state to you in writing the distance of the British steamer *Victor* from the island of Cuba at the time of her capture, I have to say that, in my opinion, she was between 6 and 10 miles distant from the nearest land. I deem it proper to say, too, after Commander Stevens had decided that the vessel was some distance outside of a marine league, he took the precaution to call upon several of the officers for their opinions as to the distance from the nearest land, and that, while the officers differed, none considered the distance to the nearest land less than 5 miles.

I may say, too, that the master of the *Victor* did not seem to avoid this vessel; on the contrary, he seemed to be courting capture.

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

ALBERT KAUTZ,
Lieutenant and Master, U. S. S. Juniata.

Commander J. M. B. CLITZ,
Commanding U. S. S. Juniata.

[Enclosure 4.]

U. S. S. JUNIATA,
Cape Haitien, September 21, 1863.

SIR: In obedience to your order of this date, I submit the following statement in answer to the charges made against me by the captain and chief engineer of the steamer *Victor*:

I am accused of using unnecessarily violent and abusive language to the officers and crew of that vessel when I boarded her to examine her papers and cargo; also of breaking open the packages containing her cargo, and, after the *Juniata* had taken possession of that vessel, on being remonstrated with by the chief engineer, replying that "I did not care a damn; that Admiral Wilkes's orders were to seize every damned thing going to the westward, and we would do so;" and also when they requested to be allowed to take their baggage with them on board the *Juniata* that I replied "they should not take a damned stitch."

These statements are false in every particular. I did not use any violent or abusive language whatever, and I made no statement with regard to orders received from Admiral Wilkes.

I did examine the packages containing the cargo of the vessel, but they were all opened by the mate of the steamer, his captain giving him orders to do so at my request, as I wished to judge as to their contents, not being able to do [so] from the vessel's manifest, the contents of the packages not being stated on that paper. I also beg leave to call your attention to the statement of Mr. Pollard, the engineer sent to take charge of the engines of the *Victor*, he having heard all the conversation which took place between myself and the crew of the *Victor* after I went on board to take charge of that vessel.

Hoping that this statement will prove satisfactory,

I am, very respectfully, your obedient servant,

J. H. STIMPSON,
Acting Master, U. S. S. *Juniata*.

Commander J. M. B. CLITZ,
Commanding U. S. S. *Juniata*.

[Enclosure 5.]

U. S. S. JUNIATA,
Cape Haitien, September 22, 1863.

SIR: I respectfully submit this statement of the facts in relation to the steamer *Victor*:

I was sent on board of her by Captain Stevens to take charge of her machinery. On my arrival on board I proposed to the engineer then in charge to go ahead and assist in taking the vessel into Key West; that I would give him all the assistance I could. He refused to have anything to do with the vessel at all, unless he was ordered so to do by his captain, who was then on board the *Juniata*. On looking around the engine, I discovered that the rods were disconnected from the link; also that there were no tools on board, not even a screw wrench, hammer, or chisel. I returned on board the *Juniata* and reported these facts to Captain Stevens, when, after consulting with the chief engineer and his captain, the second engineer returned to the *Victor* and consented to work the engines himself. After trying in vain thirty minutes to start her ahead, I proposed to him to examine the expansive gear.

In doing this he found that the valves had been screwed together, thereby closing all communication to the cylinder for the steam, at which discovery he seemed very much surprised, and denied all knowledge of how or why this was done, although he said that he alone had the whole management of the engine since leaving Havana. After this difficulty was removed we had no further trouble with the machinery at all. That same night he himself discovered all the tools belonging to the engine, such as hammers, chisels, wrenches, oil feeders, and everything requisite.

In relation to the charge made against Prize Master James Stimpson, I deny that any abusive or violent language was used by that gentleman, but, on the contrary, and under the circumstances, he was very cool and self-possessed, and treated both officers and crew with consideration.

Very respectfully, your most obedient servant,

WM. POLLARD,
Second Assistant Engineer, U. S. Navy.

Commander John [M.] B. CLITZ, U. S. Navy,
Commanding U. S. S. Juniata.

[Enclosure 6.]

U. S. S. JUNIATA,
Cape Haitien, September 21, 1863.

SIR: Having read certain statements of the officers of the steamer *Victor* as to their being ill treated whilst aboard this vessel as prisoners, allow us, respectfully, to make the following statement on our behalf:

The captain of the *Victor* was taken into our mess and treated with all the consideration and kindness which was possible. None could be more astonished than we were at the statements, which are utterly and entirely false.

Respectfully, etc., your obedient servants,

REUBEN RICH,
Acting Master's Mate;
WILLIAM MASTEN, JR.,
Paymaster's Clerk;
THOMAS NELSON,
Paymaster's Steward;
Members of Steerage Mess.

Commander JOHN M. B. CLITZ,
Commanding U. S. S. Juniata.

[Enclosure 7.]

U. S. S. JUNIATA,
Cape Haitien, September 20, 1863.

SIR: Having read some statements made by the officers of the steamer *Victor* as to their ill treatment whilst aboard of this vessel, we respectfully submit the following statements on our part:

The senior engineer and his assistant were taken into our (the engineers') mess and treated as messmates in every particular, two of our number giving up their beds to the captain and senior engineer of the *Victor*, whilst the assistant engineer slept in the same bed with one of the engineers of this vessel. During their entire stay in the vessel,

nearly two weeks, they were treated with courtesy and consideration, and not permitted to contribute a single cent toward the expenses of the mess.

Respectfully, your obedient servants,

FRANCIS ORONIN,
Second Assistant Engineer.
 WILLIAM POLLARD,
Second Assistant Engineer.
 PHILIP H. WHITE,
Third Assistant Engineer.
 RICHARD D. DODGE,
Third Assistant Engineer.
 ALBERT G. BONSALL,
Third Assistant Engineer.

Commander J. M. B. OLITZ,
Commanding U. S. S. Juniata.

[Enclosure 8.]

U. S. S. JUNIATA,
Cape Haitien, September 22, 1863.

SIR: In relation to the treatment of the master and crew of the *Victor* during their detention on board of this vessel, I have to state that no instance of hardship or severity came under my observation.

On the morning after the capture, the master, Pearce, applied to me for medical assistance, which was promptly rendered. The necessity resulted from a want of his habitual stimulus (brandy and water), to the free use of which he stated he had been long accustomed.

One of the crew was treated successfully for ulcer of the leg during his sojourn on board.

Very respectfully, your obedient servant,

ALBERT SCHRIEVER,
Surgeon.

Commander J. M. B. OLITZ,
Commanding U. S. S. Juniata.

Report of Commander Wyman, U. S. Navy, commanding U. S. S. Santiago de Cuba, of intended departure for Cape Haitien, West Indies, to join the U. S. S. Rhode Island.

U. S. S. SANTIAGO DE CUBA,
St. Thomas, May 28, 1863.

SIR: After the wreck of the U. S. ship *Shepherd Knapp* I was directed by Commander Trenchard to take on board the provisions brought out by the *National Guard* and proceed to this place, where I arrived on the 26th instant, discharged immediately, and leave on the 28th for Cape Haitien to fill up with coal and join Commander Trenchard, in accordance with your orders* of the 13th instant. Should the officers and crew of the *Shepherd Knapp* have finished removing every article from that vessel, I shall, subject to your approval, fill up our complement of officers and men from her and take those required by the *Rhode Island* to her, as I judge that such would be your wish, rather than

* See pp. 189, 190.

they should remain idle and crowded on board the *National Guard*, and moreover as this vessel has not men enough to man her guns without taking the marines and some from the fire department.

Commander Nichols, of the *Alabama*, has furnished this vessel with \$960 on my representation to him that you would have it refunded to his vessel on your arrival, deducting it from the amount of the requisition made by the paymaster of this vessel.

Very respectfully, your obedient servant,

R. H. WYMAN,
Commander, U. S. Navy, Commanding.

Acting Rear-Admiral CHAS. WILKES,
Commanding U. S. West India Squadron.

Letter from prominent officials of New York insurance companies to the Secretary of the Navy urging increased protection for American vessels in the vicinity of the equator.

NEW YORK, May 29, 1863.

SIR: The Confederate vessels *Florida* and *Alabama* are committing great depredations upon our commerce crossing the equator between longitude 25° and 35° west from Greenwich and between latitude 2° north and south.

We learn from Captain Potter, late of ship *Oneida*, recently captured by the *Florida*, that this vessel, in company with the *Alabama* and the bark *Lapwing*, a vessel captured by the *Florida* about the 27th March last, are cruising along the line specified to intercept and capture such of our commercial vessels as are compelled to cross there on their way out and home.

We desire to ask whether any vessels of the Navy have been ordered to that vicinity for the protection of the commercial marine and to urge the importance of such protection.

Very respectfully, your obedient servants,

ATLANTIC MUTUAL INSURANCE Co.,
By CHARLES DENNIS, *Vice-President*.
SUN MUTUAL INSURANCE Co.,
By M. H. GRINNELL, *President*.
PACIFIC MUTUAL INSURANCE Co.,
By ALFRED EDWARDS, *President*.
GREAT WESTERN INSURANCE Co.,
By JOHN A. PARKER, *Vice-President*.
COMMERCIAL MUTUAL INSURANCE Co.,
By DANL. DRAKE SMITH, *President*.
NEW YORK MUTUAL INSURANCE Co.,
By JOHN H. EARLE, *President*.
THE UNION MUTUAL INSURANCE Co.,
[By] JNO. S. TAPPAN, *Vice-President*.
THE NEPTUNE INSURANCE Co.,
By J. P. TAPPAN, *President*.
THE WASHINGTON MUTUAL INSURANCE Co.,
By A. W. WHIPPLE, *Vice-President*.

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

Letter from the Secretary of the Navy to officials of New York insurance companies regarding steps taken by the Department in view of depredations by Confederate cruisers in the vicinity of the equator.

NAVY DEPARTMENT, May 30, 1863.

GENTLEMEN: Your letter of the 29th instant, enquiring whether any vessels of the Navy have been ordered to the vicinity where the recent captures by the *Alabama* and *Florida* were made, has been received.

While it would not be expedient to detail particulars in regard to the cruising ground of our vessels, it will not be improper to state that the region indicated in your letter and which has witnessed the recent depredations upon our commerce by the vessels named had long since attracted the attention of this Department. Anticipating the resort of these lawless depredators to those latitudes, our naval commanders were especially instructed in regard to them. I regret that anything should have occurred to prevent us from interrupting their piratical course and capturing the depredators.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

CHAS. DENNIS, Esq.,
Vice Pres. Atlantic Mutual Insurance Co., and others, New York.

Report of Commander J. M. B. Olitz, U. S. Navy, regarding exchanges of command.

U. S. STEAM GUNBOAT SONOMA,
Key West, May 30, 1863.

SIR: I have to inform you that on the 9th instant I proceeded to sea with the *Juniata* and cruised, as directed in your orders* of April 7. On the 14th, by directions of Commander T. H. Stevens, returned with the *Juniata* to Havana. On the 15th exchanged commands with Commander Stevens. Finding that the *Sonoma* required extensive repairs, sailed for Key West, where we arrived on the 16th.

To-day, by your order of the 16th of May, I shall again exchange commands with Commander Stevens. The repairs on the machinery of the vessel are about completed.

I have the honor to be, your obedient servant,

J. M. B. OLITZ,
Commander.

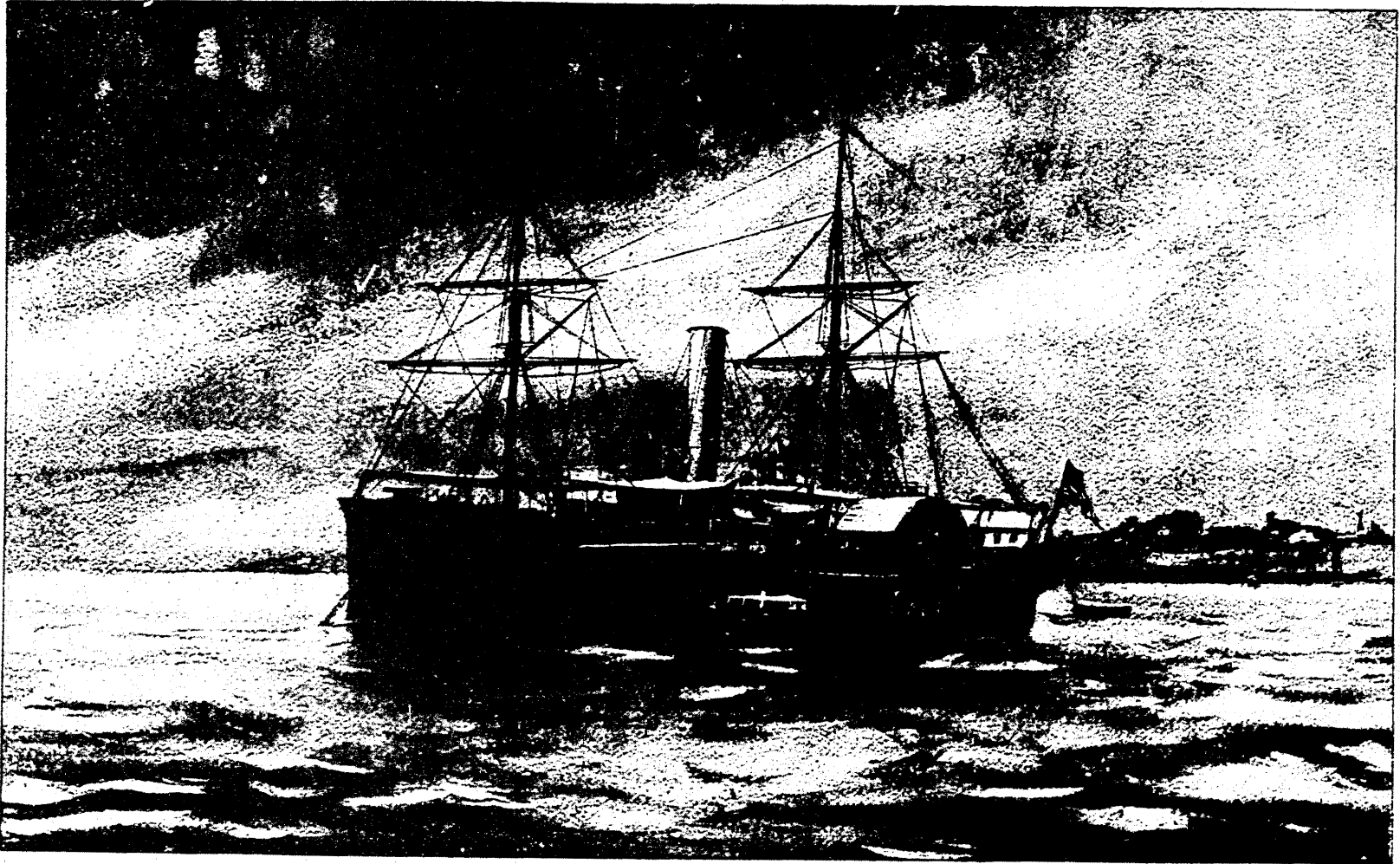
Acting Rear-Admiral CHAS. WILKES,
Flagship Vanderbilt, West India Squadron.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of arrival at Port Royal, S. C., transmitting orders regarding the same.

U. S. GUNBOAT CHIPPEWA,
Port Royal, S. C., May 30, 1863.

SIR: I have the honor to inform the Department that I arrived here with this vessel and reported for duty to Rear-Admiral Du Pont on the afternoon of this date.

* See p. 145.



UNITED STATES STEAMER RHODE ISLAND.

On my way to this port I stopped at Madeira, St. Vincent, and St. Thomas for coal. At the latter place I fell in with the *Vanderbilt*, Acting Rear-Admiral Wilkes, who ordered the ship to Cape Haitien and Nassau with dispatches. At Cape Haitien we were detained by order of Commander Stephen D. Trenchard.

I enclose copies of the above orders.

Very respectfully, your obedient servant,

A. BRYSON,
Commander.

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

[Enclosure.]

U. S. S. RHODE ISLAND,
Cape Haitien, May 22, 1863.

SIR: It having been necessary to detain the U. S. gunboat *Chippewa* at this place for a few days to assist in aiding the U. S. ship *Shepherd Knapp*, which went ashore on the reef off this harbor on the evening of the 18th of May, and there being now no further necessity for detaining your vessel, you will proceed to carry out the orders* given you by Admiral Wilkes.

I take this opportunity of acknowledging the very prompt and efficient service rendered by yourself and vessel.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander and Senior Officer Present.

Commander A. BRYSON, U. S. Navy,
U. S. S. Chippewa, Cape Haitien.

Chase of the Margaret and Jessie, May 30, 1863.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island.

U. S. S. RHODE ISLAND,
Stirrup Cay, June 1, 1863.

SIR: In order that the Department may be in possession as early as possible of the facts connected with the steamer fired into by the *Rhode Island* on the 30th ultimo, I have to submit the following statement:

At 10:15 a. m. on the 30th ultimo, when in latitude $25^{\circ} 47' N.$, longitude $76^{\circ} 23' W.$, Harbor Island, Eleuthera, bearing S. W. $\frac{1}{2}$ S., 20 miles distant, we made a steamer bearing E. N. E., about 8 miles distant. We gave chase to cut her off. It was at once apparent that the steamer was one of great speed, but we commenced closing in with her, and soon discovered that she was a very suspicious-looking vessel, low in water, with two smokestacks, one mast, and painted lead color.

The distance between us beginning to shorten, at 12:30 p. m. we showed our colors and fired a blank cartridge. After a sufficient interval, the chase showing no colors or stopping, we fired a shot ahead of her, and, paying no attention to this, a direct firing was commenced upon her with the longest range guns.

At 1 p. m. we made the land directly ahead, 14 miles distant, bearing S. by W.

The vessels headed in the direction of the shore until some 6 or 8 miles from it, when the chase was continued more upon a line with it.

* See p. 189.

Between 1:30 and 2 p. m., finding the chase within range of our broadside guns, we opened fire with them, and it could be plainly seen that they began to take effect, the chase, however, still retaining her high rate of speed, but without showing any colors.

At 2:20 p. m., when the steamer was distant from the shore about $3\frac{1}{2}$ miles and we from her $1\frac{1}{4}$, we ceased firing, being then offshore of the chase.

About this time a dense smoke issued from her, which led me to suppose that she was on fire. She was then headed directly for the shore, and we for a time stopped our engine, and then continued along the reef, edging in slowly toward the land, until obtaining soundings and after the chase had run upon the shore, we anchored in 13 fathoms water.

About two hours after the vessel had beached I directed Lieutenant Farquhar, executive officer of this vessel, to proceed in and ascertain, if possible, the nationality and name of the stranded steamer, but not to board her. Upon approaching her he discovered, from her name in large letters on the stern, that she was the *Margaret and Jessie*, of Charleston, and deeply laden with cotton. He also learned from a wrecking boat that came from the shore that she had been abandoned and been taken in charge by the wreckers.

It will be seen from this statement that there has been no violation of neutrality on our part, which it has been my great aim to respect since I have been in command. As the vessel was upon the high seas and showing no colors, she could be regarded in no other light but as a pirate, and as such unworthy of any consideration. In case any casualties may have resulted from the effects of our shell, it may be attributed to the pertinacity upon the part of the commander of the *Margaret and Jessie* in persisting to run his vessel by the guns of this steamer. The vessel would have sunk if she had not run upon shore. She now lies about 3 miles to the eastward of James Point, Eleuthera, and when we left the water had risen above her guards.

I have since learned, from a communication found at this place from our consul at Nassau, that the *Margaret and Jessie* was one of the number of vessels with torpedoes on board and so arranged as to explode as soon as the prize crew should take possession of the vessel.

I will transmit a copy of this report to Admiral Wilkes, commanding West India Squadron.

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

STEPHEN D. TRENCHARD,
Commander.

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

Letter from L. Heyliger, esq., U. S. commercial agent at Nassau, to the Secretary of State of the Confederate States, transmitting statement of officers of Confederate steamer *Margaret and Jessie* regarding the firing upon that vessel by the U. S. S. *Rhode Island*.

NASSAU, NEW PROVIDENCE, *June 6, 1863.*

SIR: My last communication was under date of the 17th ultimo. The English mail which arrived on the 27th brought me letters from Mr. Slidell and Mr. Mason, but no dispatches for you.

I transmit herewith an extract from the Nassau Guardian, containing a hurried account, written by me just before the paper went to press, of a most disgraceful outrage perpetrated by the Yankee gun-

boat *Rhode Island*. It is needless for me to enlarge on the details, as they are accurately related in the enclosed authenticated copy of the protest of the captain, officers, and crew of the *Margaret and Jessie*. Immediately on receipt of the news I started on the steamer *Raccoon* for Eleuthera, my object being to obtain all the material evidence bearing on this aggression, but at Egg Island, some 30 miles from here, we discovered the *Margaret and Jessie*, bearing for Nassau, and consequently returned. On the following morning, however, I dispatched a competent notary public to get hold of all the testimony he could from the inhabitants of the island, which I am glad to say has been satisfactorily accomplished, and I expect the party back to-morrow or the day after.

This morning four first-rate witnesses have arrived to my consignment, and their testimony, which is telling in the extreme, will be taken this afternoon. Portions of the shell that exploded on the island have been discovered; evidence, moreover, is adduced, beyond the shadow of a doubt, that shot passed over the island into the bay; and on the material point that the firing was done at a distance of not over half a mile, the testimony is uniform and conclusive. It is my intention to have a formal deposition made on Monday, charging the commander of the *Rhode Island* with aggravated assault and intent to commit murder. In fact, I am determined that nothing shall be left undone to complete the case. The agent of the *Margaret and Jessie* is also prosecuting vigorously, with a view to heavy damages, and in this connection will have to furnish an insight into the profits and regularity of running the blockade, which will somewhat startle the advocates of hermetically sealing the ports.

By the British closed mail, which leaves to-morrow, I shall transmit to Mr. Mason a duly certified copy of the protest, and acquaint him fully with the facts of the case. I shall also forward a statement of all the vessels that have run the blockade to this port since the 10th July last, numbering 102, being an average of about 10 a month; likewise a copy of all the vessels that have cleared hence since the 1st July, and what has become of them. This list embraces 178 vessels, of which 55 were captured. Both statements comprise particulars of cargoes, etc.

The enclosed extract from the Guardian contains also an intercepted letter from the captain of the Federal gunboat *Tioga*. Through some influence it is unnecessary to mention, I had the letter intercepted and have the original in my possession. It is addressed to the Federal consul here, Seth. O. Hawley. On reflection I deemed it best to publish the document with an introductory remark. Objection was made by the publisher to insert the names of two parties mentioned therein, but I overruled him. I assure you this has done no harm. On the contrary, it has tended to confirm what I have all along assured the authorities was a fact, that there existed a regularly organized channel of communication between the consul and the gunboats, by means of lighthouse keepers, pilots, etc., in utter contempt and violation of the Queen's proclamation. I shall likewise forward this to Mr. Mason.

In a small community like this it is difficult to keep things secret, and it seems to have leaked out that I furnished the letter. I suppose some one in the newspaper office divulged it, but after all it is not a matter of much moment and does not affect me.

By the last mail representations of a very strong character were forwarded to Lord Lyons and to the Duke of Newcastle, her Majesty's principal secretary of state for colonial affairs, in reference to the restrictions imposed by the Federal Government on exports to Nassau.

In the correspondence had last year on the subject, the British Government stated that these restrictions would not be tolerated, and now that the matter is brought up anew it must lead to a settlement of some kind. I understand that of late similar restrictions have been put on exports to Cuba, to which I hardly believe that the Spanish Government, with its habitual sensitiveness, will assent.

Straggling lots of cotton, not to any notable extent, are occasionally bought here, say in parcels of 5 to 12 and 15 bales, and shipped North. These come out in sailing vessels, for the cotton by steamers invariably goes to England. At this season of the year, when calms prevail, nine-tenths of the sailing vessels are bound to be captured. Would it not be well to suspend temporarily the privilege of exporting cotton by sailing vessels, assigning, moreover, as a reason, that the numerous lines of steamers now running to the coast perform their trips with a promptitude and regularity that bids defiance to the blockade?

The governor will transmit by to-morrow's mail the protest of the captain and officers of the *Margaret and Jessie*.

Does the Government allow any funds for the relief of citizens abroad who may be in actual distress? In a few instances I have contributed a trifle, and only lately gave \$25 to enable two brothers, Doussan, of Louisiana, to get back in the Confederacy and join the army, besides securing a free passage for both—not an easy matter. To the extent of my ability I shall continue to relieve such cases.

Will you oblige me by handing the enclosure to Mr. Washington?

I am, very respectfully, your obedient servant,

L. HEYLIGER.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

[Enclosure.]

BAHAMA ISLANDS, NEW PROVIDENCE.

By this public instrument of declaration and protest be it known and made manifest that on Tuesday, the 2d day of June, in the year of our Lord 1863, personally came and appeared before me, Bruce Lockhart Burnside, a notary public by lawful authority appointed, duly admitted and sworn, residing and practicing in the city of Nassau, in the island of New Providence, William Wilson, the master of the steamship *Margaret and Jessie*, of and belonging to the port of Charleston, in the State of South Carolina, Confederate States of America, and caused a protest to be duly noted before me, the said notary, against the acts and deeds of the captain or other officer in charge of a certain vessel of war, of and belonging to the United States of America, occasioning injury to the said steamship *Margaret and Jessie*, and thereby entailing loss and damage to the owners and others interested in the said steamship and the cargo on board of her laden. And now on this day, being Friday, the 5th day of June, in the year aforesaid, again came and appeared the said William Wilson, the master, and James Forbes, first mate; Christopher Cowper, second mate; John Fitzgerald, third mate; Thomas Plane, purser; John Blackley, carpenter; Robert Warner Lockwood, pilot; Octavius Henry Dorsett, coasting pilot; Peter Skues, chief engineer; John Scott, second engineer; Thomas Russell, third engineer; Samuel Johnson, fourth engineer; John McLean, fireman; Joseph Gilbreath, fireman, of and belonging to the said steamship, who, of their own free will and voluntary accord, did solemnly declare, such declaration being made in pursuance of the laws of the Bahamas for substituting a declaration in lieu of an oath in certain cases.

That these declarants and the rest of the crew of the said steamship *Margaret and Jessie* sailed in and on board of her, on Wednesday, the 27th day of May last past, from the port of Charleston, in the State of South Carolina, one of the Confederate States of America, with a cargo consisting of 730 bales of cotton and with 16 passengers, bound on a voyage to Nassau, in the island of New Providence, one of the said Bahama Islands, the said steamship at the time of her departure as aforesaid being tight, staunch, strong, and seaworthy, and in every respect fitted, equipped, manned, and found for the prosecution of the aforesaid voyage.

That nothing material occurred. They encountered heavy weather until the forenoon of Saturday, the 31st day of May, about 10 a. m., civil time, the *Magaret and Jessie* then being about 90 miles to the north and east of the island of Abaco, one of the Bahama Islands, and ther steering a south by west course to make the land of Eleuthera, also one of the Bahama Islands, the territory of her Majesty the Queen of Great Britain, then distant about 25 miles. A steamship was observed to leeward of the *Margaret and Jessie*, heading easterly across her stern. That about a quarter of an hour after the said steamship had been first observed by the parties on board of the *Margaret and Jessie* she was seen to change her course and give chase to the *Magaret and Jessie*, the master of which, suspecting that the other vessel was a vessel of war of the United States, and that the intention was to make a prize of his vessel, ordered her to be put at full speed for the land of Eleuthera, then being a part of the neutral territory of her Britannic Majesty the Queen of England.

That the said vessel of war continued to chase the *Margaret and Jessie*, but at no time succeeded in approaching nearer to her than 4 miles, until about half past 12 o'clock noon of that day, the *Margaret and Jessie* being distant from the mainland of Eleuthera, which she was then fast approaching, about 5 miles, and the vessel of war distant astern of the *Margaret and Jessie* about 4 miles, a shot was fired from the vessel of war which fell short of the *Margaret and Jessie*; that the *Margaret and Jessie* was still run direct for the land, and arrived within the territorial limit of 3 miles shortly after; in the meantime the vessel of war firing shot after shot at her. That from the time the *Margaret and Jessie* arrived within such territorial limit as aforesaid, the *Margaret and Jessie* being hemmed in by the land, the vessel of war was enabled to approach nearer to her, and the *Margaret and Jessie* was consequently taken to within 300 yards of the shore. That from the time the *Margaret and Jessie* arrived within such territorial limit as aforesaid, until she was taken to within such distance of 300 yards from the land, as before mentioned, no cessation whatever was made in the discharge from the war vessel of shot and shell, many of which passed over the *Margaret and Jessie*, struck and exploded upon the land which lay within [beyond] her.

That the steamship *Margaret and Jessie* having arrived within the distance of 300 yards as aforesaid, her course was at once changed to prevent her grounding on the rocks, and she was coasted along the land in a westwardly direction, keeping within that distance from the land, notwithstanding which no cessation was made in the discharge at her of shot and shell from the war vessel, which approached to within 500 yards of the *Margaret and Jessie*, and coasted along with her for an hour and a half, incessantly discharging shot, shell, and what appeared to these declarants to be grape and canister.

That the *Margaret and Jessie*, from her close proximity to the land, took the bottom on several occasions, and many of the shot and shell discharged at her passed over and struck against the land of Eleuthera; that at about thirty minutes past 3 p. m. the *Margaret and Jessie*, then being not over 300 yards from the beach, a 7-inch spherical shell, discharged from the vessel of war, struck her on the starboard side, just below the water line, and entered her boiler, causing the steam to escape, thereby severely injuring one of the engineers, and the water to flow into the ship, and the said declarant, William Wilson, then at once ordered the wheel to be put astarboard, but before the order could be obeyed the ship ran upon the ground and filled with water, not 300 yards from the beach, her position being a little to the east of a point of land known as James Point, on the north side of the island of Eleuthera, one of the Bahama Islands.

And the declarants did further declare that whilst the said merchant ship *Margaret and Jessie* and the said vessel of war of the United States of America were both within the territorial jurisdiction of her Majesty the Queen of Great Britain, as hereinbefore detailed, they, the said parties on board of the said vessel of war, then being officers in the naval service of the United States of America, in violation of the municipal laws of the said territory of her Majesty the Queen, did feloniously discharge against the said parties then being on board of the said steamship *Margaret and Jessie* certain cannons then loaded with gunpowder and shot, shell, shrapnel, and other deadly missiles, with intent thereby the said parties on board of the said merchant ship *Margaret and Jessie*, or some of them, to kill and murder.

That from the time that the said vessel of war entered within the distance of 3 miles from the land until the time that a shot from her sunk the *Margaret and Jessie*, as before set forth, the American ensign was flying at her main peak, she being a brig-rigged steam vessel, propelled by side-wheels, with a beam engine above the deck; that when a shot propelled from a gun on board of her struck the *Margaret and Jessie*, she, the said war vessel, was distant from the mainland of Eleuthera not 500 yards, but so soon as it was observed by the parties on board of the war vessel that the *Margaret and Jessie* had been driven shore and sunk, the vessel of war was headed to sea, and having proceeded to the distance of about a mile from where the *Margaret and Jessie* lay, she, the vessel of war, was brought to anchor and two armed boats dispatched to the *Margaret and Jessie*, which rowed round her. In the said boat were officers in the uniform of the Navy of the United States, and this declarant, the said James Forbes, enquired of one of the officers what ship of war that was, and was answered that it was the U. S. vessel of war *Savannah*, but these declarants believe that in truth and in fact that the vessel of war was the U. S. vessel of war *Rhode Island*, and not the *Savannah*.

And these declarants did further declare that the master and crew of the said steamship, with the passengers, upon observing the armed boats proceeding for the said steamship, all quitted her and landed on the shore.

That shortly after parties of wreckers from inland came down and the said steamship was given up to them to work in endeavoring to save the cargo and, if possible, to get her off; that the said parties immediately commenced working, and, with the aid and assistance of others who subsequently arrived at the ship in wrecking vessels, succeeded, after great exertions, in discharging the cargo and in pumping the water

from the said steamship, after which she was floated off, and in their charge he, the declarant, the said Captain Wilson, being also on board, brought to this port of Nassau. The passengers and crew having been brought to the port of Nassau in the wrecking vessels, they, the said wreckers, claimed salvage remuneration for their services to the said ship and her cargo.

And the said declarants did further declare that from the time the said steamship quitted the said port of Charleston until she was sunk, as aforesaid, within the jurisdiction of her Britannic Majesty, by a vessel of war of the United States everything was done by the master and all on board to conduct her in safety to the port of her destination, and they attribute the sinking of the said steamship and her stranding upon the island of Eleuthera to the act of the parties on board of the said vessel of war of the United States, whilst both of such vessels were within the territorial jurisdiction of her Majesty the Queen, in exercising acts of hostility against the said merchant steamship *Margaret and Jessie* and feloniously attempting to kill and murder the persons on board of her, she then being not 300 yards from the land, and to the fact of a shell having been shot through the side of the said steamship from the said vessel of war when such last-mentioned vessel was not 500 yards from the land.

WM. WILSON,
Master.

JAMES FORBES,
Chief Mate.

CHRISTOPHER COWPER,
Second Mate.

J. FITZGERALD.
THOMAS PLANE,
Purser.

JOHN BLACKLEY,
Carpenter.

ROBERT WARNER LOCKWOOD,
Pilot.

OCTAVIUS H. DORSETT,
Coasting Pilot.

PETER SKUES,
Chief Engineer.

JOHN SCOTT,
Second Engineer.

THOMAS RUSSELL,
Third Engineer.

SAMUEL JOINSON,
Fourth Engineer.

JOHN MCLEAN.
his
JOSEPH X GILBREATH.
mark.

Wherefore, the said master has desired me, the said notary, to protest, and I do by these presents solemnly and formally protest and declare against the acts and deeds of the persons on board of the said vessel of war and against all and every act, matter, and thing occasioning, as aforesaid, loss and damage to the said steamship to the intent that it may be submitted unto, suffered, and borne by those to whom it shall of right belong or in anywise concern.

In testimony whereof the said declarants have hereunto set their hands and I, the said notary, my hand and seal notarial this 5th day of June, in the year of our Lord 1863.

[L. S.]

B. L. BURNSIDE,
Notary Public.

BAHAMA ISLANDS, *New Providence.*

To all to whom these presents shall come :

I, Bruce Lockhart Burnside, a notary public by lawful authority appointed, duly admitted and sworn, residing and practicing in the city of Nassau, in the island of New Providence, do hereby certify the foregoing to be a true copy of a protest duly made before me, the said notary, by the master and crew of the Confederate merchant steamship *Margaret and Jessie*, as the same remains of record in my official notarial record book, page 153 to page 160. In faith and testimony whereof I have placed and affixed my hand and seal notarial this 6th day of June, in the year of our Lord 1863.

B. L. BURNSIDE,
Notary Public, Bahamas.

Letter from Messrs. Jno. Fraser & Co. to the Secretary of State of the Confederate States transmitting ten affidavits in relation to the affair of the steamer *Margaret and Jessie*.

CHARLESTON, *June 21, 1863.*

SIR: We have received your dispatch of the 23d instant this a. m., and the enclosed declarations in the case of the *Margaret and Jessie*, wantonly attacked in British waters by an armed vessel of the United States, having just reached us, we send them to you as of value, probably, in establishing the facts. The originals of the same are doubtless accessible on record in Nassau, New Providence.

We are, very respectfully, your obedient servants,

JNO. FRASER & CO.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

[Enclosures.]

Declaration of R. C. Feute [master, C. S. Navy], passenger on board steamship Margaret and Jessie.

That he, the declarant, was a passenger on board the steamship *Margaret and Jessie*, which sailed from the port of Charleston on the 27th of May last, bound for this port of Nassau; that on the morning of Saturday, the 30th, a steam vessel of war gave chase to the *Margaret and Jessie* and she was run for the land of Eleuthera, one of the Bahama Islands, in the territory of her Majesty the Queen of Great Britain, and about half past 12, noon, the *Margaret and Jessie* being then distant from the land of the island of Eleuthera about 5 miles, with the vessel of war astern distant about 5 miles, the latter vessel opened fire upon her with shot and shell; that the *Margaret and Jessie* was still headed for the land, the war vessel continuing in pursuit, incessantly discharging shot and shell, which fell thickly over and around the *Margaret and Jessie* until she arrived within 500 yards of the beach, when, to prevent her going upon the land, her course was changed and she was headed westwardly, coasting and skirting the land at a distance of between 400 to 500 yards from it; that she then continued

for a period of an hour and three-quarters, during all which time the *Margaret and Jessie* never was further than 500 yards from the land. The vessel of war continued to chase, being to the distance of about 1 mile from the land and discharging shot and shell by broadsides, which fell thickly around the vessel, and many of which passed over her and struck the land. And so near during all this time was the *Margaret and Jessie* kept to the shore that she took the ground several times in passing over a reef which lies a short distance from the land.

That eventually a shell, shot from the vessel of war, struck the *Margaret and Jessie*, she then being not further than 400 yards from the land, and passed through into her boiler, which so disabled her that she, within a minute of time, took the ground and filled with water, not over 400 yards from the beach, and the passengers and crew, fearing that boats would board from the vessel of war, quitted the vessel and went to the shore, and shortly afterwards two boats from the vessel of war quitted her and rowed round the *Margaret and Jessie* as she lay ashore and then returned to their ship, in which boats were officers dressed in the uniform of the U. S. Navy.

That the said steam vessel of war had flying from her main peak the United States ensign, she being brig rigged, with a beam engine on deck, and propelled by side-wheels.

R. O. FOUTE.

Declaration of Ivey Foreman, passenger.

That he, the declarant, was a passenger on board the steamship *Margaret and Jessie*, which sailed from the port of Charleston on the 27th day of May last, bound for this port of Nassau.

That, having heard read over to him the annexed declaration of Robert O. Foute, he can personally testify that everything therein contained is just and true, this declarant having been an eyewitness to all the occurrences therein detailed and set forth.

IVEY FOREMAN.

Declared to at Nassau this 6th day of June, A. D. 1863.

B. L. BURNSIDE,
Notary Public, Bahamas.

The above is declared to by Charles M. Morris, H. B. Olaiborne, Chas. K. King, Daniel Trigg, H. B. Littlepage [officers of the U. S. Navy].

Declaration of C. M. Morris [Lieutenant, U. S. Navy].

That he, the declarant, was a passenger on board the steamship *Margaret and Jessie*, which sailed from the port of Charleston on the 27th of May last, bound for this port of Nassau.

That on the morning of Saturday, the 30th, a steam vessel of war gave chase to the *Margaret and Jessie*, and she was run for the land of Eleuthera, one of the Bahama Islands, in the territory of her Majesty the Queen of Great Britain, and about half past 12 noon, the *Margaret and Jessie* being then distant from the land of the island of Eleuthera about 5 miles, with the vessel of war astern distant about 4 miles, the latter vessel opened fire upon her with shot and shell; that the *Margaret and Jessie* was still headed for the land, the war vessel continuing in pursuit, incessantly discharging shot and shell, which fell thickly over

and around the *Margaret and Jessie* until she arrived within 500 yards of the beach, when, to prevent her going upon the land, her course was changed and she was headed westwardly, coasting and skirting the land at a distance of between 400 to 500 yards from it.

That she thus continued for a period of an hour and three-quarters, during all which time the *Margaret and Jessie* never was further than 500 yards from the land. The ship of war continued the chase, being to the distance of about 1 mile from the *Margaret and Jessie*, discharging shot and shell by broadsides, which fell thickly around the vessel and many of which passed over her and struck the land, and so near during all this latter time was the *Margaret and Jessie* kept to the shore that she took the ground several times in passing over a reef which lies a short distance from the land.

That eventually a shell, shot from the vessel of war, struck the *Margaret and Jessie*, she then being not further than 400 yards from the land, and passed through into her boiler, which so disabled her that she, within a minute of time, took the ground and filled with water, not over 400 yards from the beach, and the passengers and crew, fearing that boats would board from the vessel of war, quitted the vessel and went to the shore and shortly afterwards two boats from the vessel of war quitted her and rowed round the *Margaret and Jessie* as she lay ashore, and then returned to their ship, in which boats were officers dressed in the uniform of the U. S. Navy.

That the said steam vessel of war had flying from her main peak the United States ensign, she being brig rigged, with a beam engine on deck, and paddle wheels.

U. M. MORRIS.

Declared to at Nassau this 6th day of June, 1863.

B. L. BURNSIDE,
Notary Public, Bahamas.

Declaration of H. B. Claiborne and Chas. K. King.

That they, the declarants, were passengers on board the steamship *Margaret and Jessie*, which sailed from the port of Charleston on the 27th of May last, bound for this port of Nassau.

That, having heard read over to them the annexed declaration of Charles M. Morris, they can personally testify that everything therein contained is just and true, these declarants having been eyewitnesses to all the occurrences therein detailed and set forth.

H. B. CLAIBORNE.
CHAS. K. KING.

Declared to at Nassau the 6th day of June, A. D. 1863.

B. L. BURNSIDE,
Notary Public, Bahamas.

Declaration of Samuel Moekey, of James Point, in the Island of Eleuthera, planter.

I am a planter and reside at James Point, in the island of Eleuthera, one of the Bahama Islands. On Saturday, the 30th day of May last past, I was out fishing on the southern side of the settlement. The settlement is about 2 miles wide from north to south. While out fishing I heard the reports of several heavy guns from the northeast. On returning to the shore, being about 3 yards from it, I heard the report

of a gun and saw a cannon ball fall on the land in the middle of the settlement, where the houses are built. I found a portion of the shot to-day in the place where I saw it fall.

SAMUEL X^{his} MACKEY.
mark.

Declared to before me this 4th day of June, A. D. 1863.

ORMOND D. MALCOLM,
Notary Public, Bahamas.

Declaration of William Hanna, of James Point, Eleuthera.

I reside at James Point, a settlement on the island of Eleuthera, one of the said Bahama Islands. I am a farmer, but occasionally go to sea. The settlement of James Point is bounded on the north and south by the sea, being about 2 miles in width—that is, from the north to the south.

On Saturday morning past, the 30th day of May last, I left my residence at James Point in my boat on the south side of the settlement for the purpose of fishing. Thomas Mackey, a resident of the said settlement, went with me. After fishing for some time, we started on our return home. When we were about 1 mile from the settlement I heard the reports of several heavy guns, the same seeming to be fired from a northeasterly direction. When about 200 yards from the place where I intended to land, in order to proceed to my house, I heard the report of a gun, and about five or six seconds after a cannon shot went past the boat in which we were and fell in the water, having come across the land in a northerly direction, about 30 yards from a boat in which one Theodore Cavillier, of the same settlement, was. I landed at the settlement about 3 o'clock on this day, Saturday, the 30th, and on landing was informed that a steamer was on shore on the northern side of the settlement. Upon hearing this I climbed to the roof of my house, which is about 35 feet from the ground, and on looking across the land to the northern side of the settlement I saw two steamers, one of them being ashore on a reef a few hundred yards from the shore and the other lying to about 300 yards from the one on shore, with an American flag flying from her main peak. The steamer on shore had no flag flying. I then came down from the roof of my house and proceeded, in company with several others, to the beach on the northern side of the settlement, where I found two ladies and several gentlemen, who had just landed from the steamer on shore on the reef. The captain, mates, and crew landed while I was there.

After I had been on the beach about two hours, two boats put off from the steamer with the American flag flying and came to the steamer on shore, rowed around her, and then returned. Both of these boats had American flags in their sterns. An officer was in each boat, having gold buttons on his coat. There were guns on board of the steamer with the American flag flying. I could see them run out through the portholes in her side. I could plainly see the men moving about her decks. I should say she was about 600 or 800 yards from the shore. She remained in the position and place that I have described until dark. I did not notice when she left.

WILLIAM X^{his} HANNA.
mark.

Declared to before me this 4th day of June, A. D. 1863.

ORMOND D. MALCOLM,
Notary Public, Bahamas.

Declaration of Theodore Cavillier, of James Point, Island of Eleuthera.

I live at a settlement called James Point, on the island of Eleuthera, one of the Bahama Islands. On Saturday last, the 30th day of May last, I was out in a boat fishing on the southern side of the settlement. The settlement is bounded on the north and south by the sea, and the distance across—that is, from the north to the south—is about 2 miles. While I was fishing I heard the reports of several guns. I immediately went on shore on the southern side of the settlement, proceeded to a hill, nearly over to the northern side, and climbed up a tree, in order that I might see the vessel from which I supposed [guns] were being fired. On looking out to sea I saw two steamers, one of them having paddle boxes and steering down outside of a reef which is about 300 or 400 yards from the shore, and the other without paddle boxes also steaming down outside of the reef about 500 or 600 yards from the first steamer. The steamer farthest out was firing at the inner one. I could see the smoke come from her side and heard the report of the guns as they went off. She would fire first from one side a broadside and then turn and fire from the other side. I could see the shot from these guns fall on the land about 300 yards from where I was up the tree. I was about half a mile from the settlement. On seeing the shot fall so near, I jumped from the tree, ran to the southern shore and got into my boat to come home. While I was coming down to my house in the boat, I heard a gun go off in the direction of the two steamers, and a cannon ball passed over my head and fell in the sea about 30 yards from the boat in which I was. I fell down in the boat from the shock. On Saturday evening after I came home I went over to the northern side of the settlement, on the beach. I saw a steamer on shore on the reef and one lying to about 500 or 600 yards from the one on the reef. They were the same steamers that I had seen running down outside in the morning when I was up the tree. I did not stay long on the beach, but soon afterwards returned home. The steamer that was lying to had an American flag flying. I do not know when she left.

his
THEODORE X CAVILLIER.
mark.

Declared to before me this 4th day of June, A. D. 1863.

ORMOND D. MALCOLM,
Notary Public, Bahamas.

Declaration of Charles B. Burnside, of the City of Nassau, gentleman.

That the declarant was, on the 4th day of June instant, at a town on the island of Eleuthera, known as James Rest, in the vicinity of James Point; that he, the declarant, had heard that shot and shell thrown from a vessel of war on the north side of the island had struck the ground near the town, and Samuel Mackey, a resident of the town, pointed out to him, at a distance of about 200 yards from the dwelling houses in the town, trees which had been destroyed, and the marks on the earth and stones caused by the missiles which had struck them; that the declarant, whilst inspecting the spots pointed out by the said Samuel Mackey, picked up the smaller of the two pieces of shell hereto attached, and Samuel Mackey picked up, in the presence of this declarant, the other piece; that both of such pieces remained in

the possession of this declarant, and were by him delivered to the notary public, to be attached to this declaration, which he, the notary, has done, in the declarant's presence.

O. B. BURNSIDE.

Declared before me this 10th day of June, A. D. 1863.

ORMOND D. MALCOLM,
Notary Public, Bahamas.

Declaration of Jane Hanna.

I live at James Point, in the island of Eleuthera. On Saturday morning, the 30th day of May last, I was in my house at James Point, when I heard guns firing from the sea. I looked out of the door of my house, the northern one. The house is on a hill about 2 miles from the shore, on the northern side of the settlement. I can see the sea from the door. I saw a steamer passing up along the shore, firing guns. I left my house and went on a hill near, when I saw another steamer ahead, at which the other was firing. I watched them for some time, when the inner steamer turned and came down. I then saw the one that had been firing also turn and commence to fire at her. Several of the shot I saw fall on the land. I entered my house, when I heard the report of a gun, and something struck the roof of the house. I looked out of the door and saw the steamer that had been firing before opposite my house and clouded with smoke.

I went over to the northern shore in the evening and saw one of the steamers ashore, and the other, the one that had been firing the guns, lying to, outside of her, with a flag flying. I do not know the flag of what nation it was; it had red and white stripes.

JANE HANNA.

Declared to before me this 4th day of June, 1863.

ORMOND D. MALCOLM,
Notary Public, Bahamas.

Declaration of Thomas Mackey, Bahama Islands, Eleuthera.

Be it remembered that on the 4th day of June, in the year of our Lord 1863, personally came and appeared before me, Ormond Druinnie Malcolm, notary public, by lawful authority appointed, duly admitted and sworn, residing and practicing in the city of Nassau, in the island of New Providence, one of the said Bahama Islands, Thomas Mackey, of James Point, in the island of Eleuthera, one of the said Bahama Islands, planter, who, of his own free will and accord, did solemnly declare (such declaration being made in pursuance of the laws of the Bahama Islands made for substituting a declaration in lieu of an oath in certain cases) in manner following, that is to say:

On Saturday morning last, the 30th day of May past, I was out fishing on the southern side of the settlement called James Point, on the island of Eleuthera. I am a resident of the settlement. I was out fishing with James Hanna, another resident of the settlement. Just as we started to return home, about 1 o'clock, I heard the reports of several heavy guns. The sound came from the northeast, across the island of Eleuthera. When the boat was about 3 miles from the settlement, and about half a mile from the shore, on the southern side, I heard the report of another gun, and saw a cannon shot come over and fall on the land. We kept on in the boat, and, when about half a mile

from the settlement, I again heard the report of a gun and saw a cannon shot fall in the water about 60 or 70 yards ahead of the boat in which we were, and very near a boat in which Theodore Cavillier, of the same settlement, was.

After I landed from fishing I walked over to the beach on the northern side of the settlement, which beach is about 2 miles from the southern shore. Upon reaching there, I saw a steamer on the reef about 400 yards from the shore. I also saw a steamer lying to, outside of the reef, about 600 or 700 yards from it; she had an American flag flying. I could see guns on board of her run out through the portholes. I saw two boats come from her and row around the steamer that was on shore. Officers were in the boats; they had gold lace around their caps. The steamer left about 8 o'clock that night.

THOMAS MACKEY.

Declared to before me this 4th day of June, A. D. 1863.

ORMOND D. MALCOLM,
Notary Public. Bahamas.

Letter from Hon. J. M. Mason, Confederate commissioner at London, to her Britannic Majesty's secretary of state, transmitting papers in relation to the affair of the steamer *Margaret and Jessie*.

24 UPPER SEYMOUR STREET,
Portman Square, July 10, 1863.

MY LORD: I have the honor to transmit herewith an original protest made by the master and crew of the Confederate steamship *Margaret and Jessie*, transmitted to me by the commercial agent of the Confederate States at Nassau.

It sets forth that this steamer, laden with cotton, and a large number of passengers, whilst on her voyage from Charleston, S. C., to Nassau, and near the island of Eleuthera, a British possession in the Bahamas, was chased by a United States war steamer believed to be the *Rhode Island*. That the *Margaret and Jessie* continued her course toward the said island, thus pursued and fired at from time to time until she had approached within 300 yards of the beach; fearing to run nearer, she changed her course, coasting along the island, at the distance of from 300 to 400 yards from the shore; that notwithstanding the Confederate ship was thus, beyond mistake or dispute, within British jurisdiction, the United States war vessel continued the pursuit, having changed her course to conform to that of the Confederate steamer, continuing to fire shot and shell until the latter was struck, disabled, and sunk; at the time of which occurrence the *Rhode Island* was so near to the shore that a number of shot from her struck the shore inland, cutting the trees and plowing up the soil.

I am further informed by our commercial agent that measures were taken by him to procure the testimony of many residents of the island who witnessed the affair, and which, if received, I shall have the honor to transmit to your lordship. In the meantime, the protest herewith will be sufficient at least to lay the foundation of proper enquiry on the part of her Majesty's Government, and if the facts are found correctly stated, will establish a claim for adequate compensation to the owners and others who have sustained injury by this outrage.

I have the honor to be, your lordship's very obedient servant,

J. M. MASON.

Right Honorable EARL RUSSELL,
Her Britannic Majesty's Secretary of State for Foreign Affairs.

Letter from her Britannic Majesty's secretary of state to Hon. J. M. Mason, Confederate commissioner at London, regarding redress by the U. S. Government in the case of the steamer *Margaret and Jessie*.

FOREIGN OFFICE, July 10, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant, enclosing an original protest made by the master and crew of the steamer *Margaret and Jessie*, with regard to the damage sustained by that vessel from being fired into by a United States vessel of war.

A copy of the protest has also reached her Majesty's Government through other sources, and they learn from Lord Lyons, who has been in communication with the U. S. Government on the subject, that he has been assured by Mr. Seward that if it shall appear on enquiry that any act of hostility was committed on the occasion in question, within the jurisdiction of Great Britain, the act will be disavowed, and redress be promptly given.

Her Majesty's Government will therefore await the result of that enquiry.

I have the honor to be, sir, etc.,

RUSSELL.

J. M. MASON, Esq.

Opinion of court of enquiry convened April 7, 1864, at Boston, for the purpose of enquiring into an alleged violation of British territorial jurisdiction by the U. S. S. *Rhode Island*, under command of Commander S. D. Trenchard, May 30, 1863, in chasing and firing at the steamer *Margaret and Jessie* in English waters.

The court, in pursuance of the order convening the court, find the material facts which they deem to be established by the evidence to be: That on the 30th of May last the U. S. S. *Rhode Island*, then and now under the command of Commander Stephen D. Trenchard, while cruising between Abaco and the island of Eleuthera, fell in with and gave chase to the steamer *Margaret and Jessie*, said vessel apparently aiming to reach Nassau, New Providence, which vessel it was the object and duty of the commander of the *Rhode Island* to overhaul and examine if possible. The courses of both vessels were to the southward, and eventually, as the low island of Eleuthera was approached, westerly, the chase hauling up as the land was approached in the hope that by superiority in speed she would cross the bows of the *Rhode Island* and ultimately escape.

That at about 2:20 p. m., the *Margaret and Jessie* being from 1 mile to 1½ miles inshore of the *Rhode Island*, having received a shot, the last of a number fired from the *Rhode Island* during the chase, which appears to have struck some portion of her machinery, causing the escape of steam, kept away from the land, and was then run on the reef and deserted; that during the entire chase she showed no colors, but on her stern was found painted "*Margaret and Jessie, S. O.*," showing her to belong to a State in rebellion.

That Commander Trenchard was desirous of avoiding any infraction of territorial jurisdiction and cautioned the pilot to avoid taking the ship nearer than 4 or 5 miles of the shore and to apprise him if that distance was reached, or if the chase should get within 3 miles of the land, but that no such intimation was in fact given to him by the pilots. It is proven by the concurrent testimony of the witnesses who could testify on that point that at no time of the chase was the *Rhode Island* nearer than from 4 to 4½ miles from the land, and that the *Margaret and*

Jessie was at no time nearer than $3\frac{1}{2}$ miles from the shore, until after she had borne up to run on the reef, at which time the *Rhode Island* relinquished the chase.

The court is aware of the difficulty of determining distances under circumstances which characterize the case in question, and that necessarily a diversity of opinion in computing distances from ship to shore will exist. The testimony in this case is, however, very decided on that point, and from it the court can arrive at no other conclusion than that at no period of the chase of the *Margaret and Jessie* by the *Rhode Island* was the former vessel nearer the land of Eleuthera than 3 miles or more, or the latter vessel nearer than 4 or $4\frac{1}{2}$ miles from the same.

The court is of opinion that Commander Trenchard was desirous and anxious to avoid any violation of British territorial jurisdiction while chasing the *Margaret and Jessie*, and are also of opinion that in the case in question no violation of the territorial jurisdiction of Great Britain was committed.

SAM'L L. BREESE,
Rear-Admiral and President.
HARVEY JEWELL,
Judge-Advocate.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of commendable conduct on the part of Acting Master's Mate Rogers and Master at Arms Luscomb.

U. S. S. RHODE ISLAND,
Off Stirrup Cay, June 1, 1863.

SIR: I beg leave to report, in order that it may be brought to the notice of the Department, the highly commendable conduct of Acting Master's Mate William Rogers and that of the master at arms, Richard Luscomb, on the morning of the 6th of March, 1863, while at sea off the island of Cuba.

The vessel had been engaged in target practice, and upon returning the spare shells one of them fell from the slings into the shell locker, detaching the leaden patch and igniting the fuse, while coming in contact with others in the locker.

The master at arms, with great coolness, seized the shell and handed it to Mr. Rogers, who, with great presence of mind and personal risk, rushed up the ladder with it and threw it overboard, thereby preventing an accident of such a character as might have resulted very seriously.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Instructions of the Secretary of the Navy to Commodore Lardner, U. S. Navy, appointed to command West India Squadron.

NAVY DEPARTMENT, *June 1, 1863.*

SIR: You will proceed in the U. S. steam sloop *Ticonderoga* to Havana or to any locality in the West Indies where you may fall in with Acting

Rear-Admiral Charles Wilkes and relieve him of the command of the West India Squadron, hoisting your flag as acting rear-admiral on taking command of the squadron on board the *Ticonderoga*, which will be your flagship.

The West India Squadron will for the present consist of the steam sloops *Ticonderoga* and *Juniata*, steamers *Santiago de Cuba*, *Octorara*, *Tioga*, *Alabama*, *Rhode Island*, and *Mercedita*, bark *Gemsbok*, and ships *Shepherd Knapp* and *National Guard*, the latter as a coal and store ship.

The *Vanderbilt*, which has been used for some time past by Acting Rear-Admiral Charles Wilkes as his flagship, was ordered to pursue the *Alabama*, and will proceed on that duty.

The *Wachusett* and *Sonoma*, being in need of repair, you will order home, if they have not already been, the former to Boston, the latter to Philadelphia. You are authorized to send any vessel of the squadron to a Northern port for repairs when actually necessary. The Department can not at present increase the West India Squadron.

The primary object of the West India Squadron is the protection of our commerce from the depredations of piratical or rebel cruisers and the capture or destruction of such craft. Next to this is the intercepting and breaking up of the illicit traffic with the insurgents by capturing and sending in for adjudication vessels overtaken on the high seas that are manifestly engaged in it.

Should the *Alabama* and *Florida* have left the West Indies at any time, two at least of the most powerful and swiftest steamers of your squadron should be directed to follow them. If the *Mercedita* should be selected for this service, it will be necessary to detach her from the special service on which she is at present engaged—that is, convoying the outward-bound California steamers from the island of Mariguana to the island of Navassa, and in that case a steamer must be detailed to supply her place. The *Connecticut*, which was employed in convoying the homeward-bound California steamers, has been relieved from duty, as those steamers come by Cape St. [San] Antonio, over which route convoy is considered unnecessary.

The proceedings of the West India Squadron heretofore have not been unattended with embarrassing features, and complaints—some of them with justice—of violations of neutral rights and neutral waters have not been infrequent. Harmonious feeling between our squadron and the colonial authorities and the navy officers of her Majesty has not always existed as it should between the representatives of friendly powers. I am glad to say, however, that through prudence and forbearance a better feeling now seems to prevail, which, it is hoped, may be cultivated and perpetuated.

A strict regard for neutral rights and respect for neutral waters are earnestly impressed upon you. It is desirable that the British colonial ports should not be visited by the vessels of your squadron if it can be avoided, and when necessary to enter them, the established regulations, whatever they may be, must be complied with. If the treatment received be such as to warrant complaint, the facts and circumstances can be communicated to the Department.

It is further desirable that a mutual friendly feeling should be cultivated and maintained between our naval officers and those of other powers, and especially, in view of past irritating occurrences, between the officers of the West India Squadron and the naval officers and colonial authorities of Great Britain with whom they may come in contact. The practice, in a liberal and generous spirit, of all customary courtesies and civilities can alone allay the irritations which have

arisen and preserve friendship. Such a practice has been mutually enjoined heretofore by the Department and her Majesty's representative at Washington upon the officers of the respective Governments. Under the present state of affairs there may be occasions when your patience and forbearance may be taxed, but I have confidence that your prudence and intelligence will guide you into the proper course.

The observance of the neutral proclamation of Great Britain, as well as of other powers, with regard to the use of their waters to belligerents, must never be lost sight of. You and all under your command are strictly enjoined not to trespass upon the waters of neutral nations.

This Government adheres to, recognizes, and insists upon, the principle that the maritime jurisdiction of every nation covers a full marine league from its coast, and acts of hostility or of authority within a marine league of any foreign country by a naval officer of the United States are strictly forbidden, and if practiced will certainly bring upon such officer the displeasure of his Government.

It is not lawful to chase, fire at, bring to, or capture, any vessel within the waters of a neutral; nor is it proper to make a convenience in any manner of neutral territory for the purpose of exercising in its vicinity the belligerent right of search or capture. A capture of a neutral vessel, made after standing off and on in neutral waters or lying in wait within the same for the purpose, although the capture may have been actually made beyond the neutral jurisdiction, might not be recognized as valid; and the right of search can not be properly exercised when it is known previously that, whatever the event of the search, the capture would not be lawful.

Your attention is particularly called to the circular letter* of this Department of August 18, 1862 (copy enclosed), recapitulating the instructions that had been given from time to time, and also the restrictions and precautions to be observed by our squadrons and cruisers. These instructions, restrictions, and precautions must be faithfully complied with.

I have transmitted to you the various recently printed general orders and circulars of the Department, also copies of the laws of the last Congress.

There will, in all probability, be a persistent effort on the part of the rebel privateers to capture a treasure ship, and hence you will exercise constant vigilance for the protection of the Aspinwall steamers.

The information received from abroad, and particularly from Great Britain, indicates extraordinary activity on the part of rebel agents in purchasing and sending out steamers and other craft, chiefly, I have no doubt, to run the blockade. But some of these vessels are of a description that will bear armament, and in all probability they will be converted into cruisers to depredate on our commerce, possibly to make a descent upon the coast at some unprotected point. Should this latter scheme be attempted, the marauders will be likely to rendezvous, preparatory to offensive operations, somewhere in the West Indies. Your attention will be given to any extraordinary collection of suspicious vessels in any quarter.

Dissatisfaction has been expressed that our vessels of war on several occasions have fired shotted guns instead of blank cartridges across the bows of vessels approaching the blockaded coast. The recognized practice at sea of ascertaining the character of a suspicious vessel, or of expressing a desire to communicate by firing a signal gun (blank cartridge) should be adhered to.

* See Vol. I, p. 417.

The Department desires you to communicate to it frequently and fully the movements and proceedings of your squadron, and to transmit to it, monthly, boarding returns of the several vessels, and, semi-monthly, a memorandum of the service on which they are respectively engaged.

The ship *National Guard* sailed from New York recently with a cargo of coal for Cape Haitien Harbor, where she is to remain subject to the orders of the commander of the West India Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore JAMES L. LARDNER,
Appointed to command West India Squadron, Philadelphia.

Order of the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to transfer his command to Commodore Lardner, U. S. Navy.

NAVY DEPARTMENT, *June 1, 1863.*

SIR: Commodore James L. Lardner has been appointed to relieve you of the command of the West India Squadron, and has been instructed to proceed with this view in the U. S. steam sloop *Ticonderoga* to Havana, or to such other locality as you may most likely be found.

On his falling in with you, you will turn over to him the command of the West India Squadron, striking your flag, together with any unexecuted orders received by you from the Department, and extracts from consular dispatches furnished you from time to time, in reference to vessels suspected of being in the interests of the insurgents.

You can take passage to the United States in either the *Wachusett* or *Sonoma*.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Order of the Secretary of the Navy to Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, to proceed in search of C. S. steamers Alabama and Florida.

NAVY DEPARTMENT, *June 1, 1863.*

SIR: I transmit herewith articles cut from newspapers in relation to the movements and depredations of the *Alabama* and *Florida*. The published statement of Captain Potter, of the ship *Oncida*, and the published correspondence from Pernambuco, embrace all the information the Department possesses concerning the recent movements of those two vessels. You will proceed without delay in pursuit of the *Alabama* and *Florida*. The Department relies upon your judgment and discretion so to direct your course as to overtake and capture or destroy one or both of those semipiratical craft.

Keep the Department advised of your movements as opportunity may offer.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander CHAS. H. BALDWIN, U. S. Navy,
Commanding U. S. S. *Vanderbilt*, West Indies.

Letter from the acting U. S. consul-general at Havana, Cuba, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the movements of United States and other vessels in the vicinity of that port.

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
Havana, June 2, 1863.

DEAR SIR: I had the pleasure to receive a few days since, your esteemed letter of 17th ultimo by the *Pasaro del Oceano*. I am sorry that I did not send you the official dispatches by the English steamer on her trip of 7th of May. I have since sent you by the U. S. steamers *Rhode Island* and *Santiago de Cuba* all the dispatches and mails I had for yourself and your squadron up to the dates of their departure, and will forward by the *Pasaro* to-morrow all that has come since, in a package addressed to you at St. Thomas, but will request the agent of that steamer to deliver it to the *Vanderbilt*, or any United States war vessel calling for it at sea, or at any of the intermediate-ports she touches at. The *Roanoke* is expected here from New York next Friday, the 5th, and anything there may be by her for you and the squadron will go by the *Maisi* on the 12th. The British steamer will leave here before, but from the tenor of your letter I judge there is a better chance of the letters reaching you by the Spanish boat, and besides, the British mail steamer is not disposed to take charge of any mails or dispatches from or for this office.

The *Juniata*, Commander Stevens, received your orders by the *Pasaro*. She sailed on the afternoon of the 28th in pursuit of the British steamer *Victor* (Anglo-Confederate, formerly the American steamer *Hero*), and it is reported here that she captured the *Victor*, but I have received no information of a reliable nature on the subject. Captain Stevens told me he was bound to Key West to take the *Sonoma* to New York. No news has reached me since from him or Commander Olitz.

The British steamers *Ruby* and *Neptune* sailed hence on the 12th of May for Mobile and returned on the 26th, both laden with cotton. They experienced bad weather, and the *Ruby* had to throw from 70 to 100 bales of cotton overboard to lighten her. When they sailed from this port the *Sonoma* went after them, but they escaped. The *Ruby* sailed again yesterday at 5 p. m. The *Neptune* is getting ready. The *Soler* sailed on 13th May, but some of her flues burst, killing three men, and she had to come back into the port. Half a dozen flues were taken out, and she again sailed the 22d. The *Juniata*, Captain Stevens, went out in pursuit immediately, but her steam suddenly went down to about 4 pounds and could not overtake the other. We have since learned of the *Soler's* safe arrival in Mobile. Her cargo was a most valuable one. The steamer *Nita* sailed the 16th and the *Ouba* the 19th. On the evening of the last-mentioned date also went out the Spanish tugboat *Union*.

I have information that the *Nita* got into Mobile, and left on her return here the 23d, some three hours before the *Neptune*. She has not arrived. It is probable she has been captured or lost. The *Union* was captured by the *Huntsville*, and the *Cuba* (with a cargo that cost here upward of \$400,000), being hard pressed by the *De Soto*, was set fire to by her captain and was totally destroyed. Her officers and crew were taken as prisoners to Key West. The *Otorara* captured the English steamer *Eagle*, from Nassau, and took her into Key West. The *Alice* (formerly *Matagorda*) sailed the 18th with a very valuable cargo and arrived in Mobile. I have heard she was to leave that port about the 27th; she has not arrived. The *Atlantic* also left this port. She went to Nassau to complete her cargo for the rebels. The old Spanish steamer *Habanero* is being fitted out here for the same business. I am also advised the Spanish steamer *Isabel* (consort of the *Habanero*) has been purchased by the Confederate traders at Cienfuegos and will be brought here to be prepared and loaded to run the blockade.

We have had many arrivals and departures of small sailing vessels from and to Mobile, St. Marks, and other Southern ports. The commanding officers of the *Juniata* and *Sonoma* have been advised by me of these things wherever I had the opportunity to communicate with them, and by every conveyance I have transmitted information of the movements of blockade runners to Rear-Admiral Bailey at Key West. In a dispatch to the State Department I have told the Government of the urgent necessity of having at least two swift steamers to watch these waters and break up this contraband trade. The *Juniata* came here with the reputation of being somewhat fast, but I believe she can not go more than 8 knots. Most of the steamers engaged in the business of blockade running, as you well know, have greater speed than the cruisers which are to catch them. The *Eugenie*, alias *General Buokner*, was caught by the *R. R. Cuyler* off Mobile with cotton; the *Cherokee* destroyed at Charleston.

Mr. Hall, our acting consul at Matanzas, wrote me, under date of the 28th ultimo, as follows:

The British ship *Trinidad*, of and from Greenock, arrived here to-day, and I have been told that the master reports having seen the *Florida*, alias *Oreto*, in the Bahama Channel two days ago. He was close enough to her for two of his men, who have been (sailed) in her to make her out. The steamer, I hear, was hove to at the time. I give you these reports as I received them, and if I can obtain any further particulars I will communicate them, although I do not place much reliance on the source from whence they come.

Returning to the Spanish steamers *Habanero* and *Isabel*, these boats, like the *Soler*, were purchased by a joint stock company. I know that many persons, not only in Havana, but [in] other places, both on the north and south of the island, have been offered shares in a certain company which will purchase schooners and steamers to trade with the blockaded ports. Two or three fast steamers of our Navy would soon put a stop to the company's golden dreams. I have given you this long account for the purpose of posting you in regard to the movements of the most important of the blockade runners since the date of my last dispatch, 7th ultimo.

I enclose a slip from the *Siglo*, containing news from the Mississippi, also the last three dates from New Orleans.

We had some days ago news of the surrender of Puebla, with all the garrison, 24 generals, 900 officers, and 17,000 men, as having come in the French man-of-war steamer *Darien*. It is credited by some and doubted by others. The British steamer will bring us the facts on the 5th.

Please to present my regards to Commander Baldwin, Mr. Stuart, and your other officers, and hoping you are all well,

I remain, very respectfully and truly, your obedient servant,

THOS. SAVAGE,
Acting Consul-General.

Acting Rear-Admiral CHARLES WILKES,
Commanding United States West India Squadron, St. Thomas.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, regarding the English barks Castor and Agrippina, accompanied by correspondence with the U. S. consul at Bahia, Brazil.

U. S. S. MOHICAN,
Bahia, June 3, 1863.

SIR: I herewith enclose you letters from the U. S. consul at this port; also a copy of my letter to him.

I have to state to the honorable Secretary of the Navy that on the 26th of May, at 12:40 p. m., the English bark *Castor* got underway and stood out of the harbor. We weighed anchor also and stood out in company, intending to capture her as soon as she was 3 miles from land. At 1:20 the guard ship fired two guns with blank cartridges to bring the *Castor* to anchor. She then tacked ship and stood off and on the town. I also wore ship and stood off and on the town. At 5:30 the *Castor* anchored under the stern of the Brazilian corvette for protection. I then anchored outside of her and near by. Since that time she has not attempted to leave this port, although I was compelled to be absent three days on a cruise. I understand that the English consul says she shall not leave this port until an English frigate arrives to convoy her to her destination or out of reach of any American man-of-war.

The English bark *Agrippina* is also in this port laden with coal, supposed to be for rebel vessels. It is also reported that she has a quantity of powder on board. In consequence of information received from the U. S. consul on the 27th ultimo that the rebel steamers were in a port to the southward of this place, I immediately got a pilot on board and proceeded to the ports of Morro, São Paulo, Camamu, and St. George Island, all of which are fine ports for coaling and but seldom visited except by coasters. I did not find any piratical vessels at these ports, nor had they visited any of them. Not being able to get any traces of them, I returned to Bahia on the 30th May.

Much credit is due to our worthy consul at this place, Mr. Thomas F. Wilson, for the exertions he has made to obtain information relative to the movements of these piratical vessels, and for obtaining supplies for the *Mohican*. Provisions can be had at this port at reasonable prices and in any quantity required.

I shall sail in the morning on a cruise toward the line to intercept vessels bound home from Rio, the Pacific, and the East Indies. If I can get no traces of the pirates in this direction, I shall return to Bahia for news and then go south as far as Rio, and if I can get no information at that point I shall be at a loss what to do. Will the Department please advise me on the subject? Bahia is the most central place, and I shall call there monthly for my letters.

The officers and crew of this vessel continue to enjoy good health, and we are in daily hopes to fall in with some of the pirates.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

[Enclosures.]

U. S. S. MOHICAN,
Bahia, May 24, 1863.

SIR: I have this moment arrived from St. Vincent and am in chase of the *Alabama* and *Florida*. Will you do me the favor to give me all the information you may have in relation to the movements of these piratical vessels or any others that may have been fitted out as privateers on this coast. My boat is at your service and I shall be glad to welcome you on board of the *Mohican*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

THOMAS F. WILSON,
U. S. Consul, Bahia.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bahia, May 25, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of this morning asking me for any information in my possession in regard to the movements of the pirates *Alabama* and *Florida* or any other piratical steamers that may have entered this port.

On the 11th instant the pirate *Alabama* came to anchor in this port, flying the flag adopted by those who are in rebellion against the Government of the United States of America, and remained in this port until the morning of the 21st instant, when she put to sea. During her stay in this port she took in about 30 tons of coal, in addition to what she had taken from American vessels at sea, and a large supply of provisions. During the night of the 12th instant the pirate *Georgia* entered this port, bearing the same flag as the *Alabama*, and remained in this port until the night of the 22d instant, during which time she took in about 200 tons of coal and a supply of provisions.

I used every means in my power to prevent these vessels from obtaining coal and supplies, and also to detain them as long as possible in port, in hopes that some of our war vessels would arrive and catch them both.

Shortly after the arrival of the *Georgia* I was informed that the English bark *Castor*, which had arrived in this port several days prior to the *Georgia*, purporting to have put in on account of stress of weather, and entered at the custom-house as laden with coal, had actually come in to furnish the *Alabama* and *Georgia* with munitions of war and coal. I was also informed that she had cleared from the port of Liverpool, England, for Shanghai, China, to call at this port for orders with a cargo reported to consist of coal, two 100-pounder rifled cannon, and other munitions of war, purporting to be for the Emperor of China. I immediately informed the president of this province of the supposed character of the cargo of the bark *Castor* and the purposes for which

I believed it was intended, and protested against her being allowed to supply the *Alabama* or *Georgia* with munitions of war in this port, in violation of the neutrality of the Imperial Government of Brazil. Although the president of this province acknowledged the receipt of my dispatch on the 15th instant, at 6 o'clock p. m., yet the bark *Oastor* was allowed to haul alongside of the steamer *Georgia* at dark on that evening, and remained alongside all night, discharging her cargo into the steamer *Georgia*. At 6 o'clock the next morning she was ordered to haul off, and did so. After using every possible endeavor to ascertain all the facts in regard to the cargo of the bark *Oastor*, I am firmly convinced that she is one of the vessels laden in England with coals and munitions of war to supply the privateer *Georgia*, and that she entered this port for that purpose. I am strengthened in this impression by the fact that the captain of the bark *Oastor* had in his possession and delivered a letter in this port to the commander of the steamer *Georgia*, W. L. Maury, late lieutenant in the U. S. Navy. I am also satisfied that the bark *Oastor* has now on board, hid under the coal, two large rifled cannon and other munitions of war, with which she will supply the pirates *Alabama* or *Georgia*, or both of them, and that she will leave this port for that purpose.

I have applied in vain to the president of this province to have the *Oastor* searched, in order to discern whether she has on board articles contraband of war. I therefore respectfully suggest that should the bark *Oastor* attempt to leave this port that you should follow her to sea, beyond the jurisdiction of the Government of Brazil, and search her, and should any articles contraband of war be found, that you capture her as a prize to the Government of the United States.

I am, very respectfully, your obedient servant,

THOMAS F. WILSON,
U. S. Consul.

Captain O. S. GLISSON,
Commanding U. S. S. *Mohican*.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bahia, May 26, 1863.

SIR: Since my dispatch to you of yesterday it has been rumored in the street that the cannon alleged to be on the bark *Oastor* were thrown overboard during last night. Whether there is any truth in this rumor I am unable to say, but consider it my duty to apprise you of the report.

I am, very respectfully, your obedient servant,

THOMAS F. WILSON,
U. S. Consul.

Capt. O. S. GLISSON, U. S. Navy,
Commanding U. S. S. *Mohican*.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bahia, May 27, 1863.

SIR: From information which I have received I am led to believe that the rebel steamer *Georgia* has gone into some one of the ports south of this on this coast for the purpose of awaiting the English bark

Oastor, to obtain from her munitions of war. I would therefore respectfully suggest that you should search all the ports in this vicinity, and to enable you to do so, I send on board a first-class coast pilot.

It is reported to me to be the opinion of Lloyd's agent in this city that the *Alabama* is cruising off this coast to the southward.

I am, very respectfully, your obedient servant,

THOMAS F. WILSON,
U. S. Consul.

Capt. O. S. GLISSON, U. S. Navy,
Commanding U. S. S. Mohican.

Report of Commander Preble, U. S. Navy, of assuming command of the U. S. ship St. Louis.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, June 3, 1863.

SIR: Agreeably to your order of March 20, I have this day taken command of this ship.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, of arrival of that vessel at New York.

U. S. S. CONNECTICUT,
Off Ellis Island, New York, June 3, 1863.

SIR: I respectfully report the arrival of this ship, in obedience to your orders of the 6th of last month.

Very respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Connecticut.

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

Report of the commandant navy yard, Mare Island, Cal., of the return of the U. S. S. Saginaw, Lieutenant-Commander Hopkins, U. S. Navy, from a cruise in Puget Sound and vicinity.

COMMANDANT'S OFFICE,
Navy Yard, Mare Island, Cal., June 3, 1863.

SIR: I have the honor to inform you of the arrival of the *Saginaw* from a short cruise in Puget Sound and in its vicinity.

Lieutenant-Commander Hopkins visited all the principal ports in Washington Territory and the English port of Esquimalt, in Vancouver Island.

He reports that the secessionists in that region since the capture of the schooner *Chapman* at San Francisco have taken no active or open measures to fit out privateers under the so-called Confederate flag, and that, as far as he could learn, no steamers or other vessels plying in the sound were capable of being converted into efficient cruisers or privateers.

A small steamer, said to be a long time due from England, had excited the suspicion of her being bought by secessionists for hostile purposes against our flag, but nothing definite or tangible in relation to her could be obtained, except her being illy adapted for war purposes.

When at Esquimalt Lieutenant-Commander Hopkins was unofficially informed that the *Saginaw*, after the lapse of twenty-four hours in that port, would be ordered to leave. Anticipating this contingency, he had made arrangements before entering the port to leave within the prescribed time.

The *Saginaw* requires some slight repairs to her machinery, which will detain her here a week.

Herewith enclosed are copies of communications from the U. S. consul, Victoria; from P. K. Hubbs, esq., district attorney, Washington Territory; and V. Smith, esq., of Port Angeles—1, 2,* and 3.*

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

THOS. O. SELFRIDGE,
Commandant.

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

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Victoria, Vancouver Island, May 13, 1863.

SIR: The appearance of the war steamer under your command in the harbor of Esquimalt and your visit to this city was truly gratifying to the loyal citizens of the United States residing here; particularly was this the case to those acquainted with the facts of the efforts made by the secessionists and Confederate sympathizers during the last few months to secure a vessel for the purpose of fitting it out to prey upon American commerce. That such an effort was made and its consummation nearly perfected is a fact generally known and conceded.

A plot also existed for seizing the U. S. revenue cutter *Shubrick* in this harbor; failed, however (being attempted), for the want of a leader in whom the banditti could confide. Many of the persons engaged in these schemes have now left for the gold mines of British Columbia and for San Francisco.

There is still in this city a rebel organization, which has had several meetings within the last few weeks. They are awaiting, it seems from rumors, the receipt of letters of marque from the President of the so-called Confederate States.

At this moment an English steamer called *Fusi Yama* is expected in this port from England, and it is rumored that she is to be purchased for a privateer. It is also rumored that she has a large quantity of munitions of war on board. She is reported over 700 tons burden and a fast sailer. The parties to whom she is consigned are English, and are strongly suspected of having been engaged in the efforts previously made for fitting out a privateer.

* Unimportant.

Since the seizure of the *Chapman* at San Francisco, the news of which caused quite a sensation here, matters relating to fitting out a privateer have in a measure died away, but parties are still here known to have been connected with the scheme and who are being closely watched.

There is nothing now in this port to excite suspicion. The steamer *Thames* is still at Barclay Sound. She has made two trips here within the last two months, and has taken a large number of men from this city to Barclay Sound.

The officials here were ready to warn off the *Saginaw*. I assured them the commander would save them the trouble, as it was understood she would leave before the twenty-four hours expired.

The California steamer is expected to-morrow. Will write again in a few days.

Respectfully, your obedient servant,

ALLEN FRANCOIS,
U. S. Consul.

Captain W. E. HOPKINS,
Commander War Steamer *Saginaw*.

Report of Commodore J. L. Lardner, U. S. Navy, commanding U. S. S. Ticonderoga, of his sailing to take command of West India Squadron.

U. S. S. TICONDEROGA,
Capes of Delaware, June 6, 1863.

SIR: The compass commission finished the adjustment of the compasses of the *Ticonderoga* yesterday evening, and at daylight this morning I proceeded to sea.

Very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, Appointed to Command West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, in view of the probable cruise of U. S. steamers Alabama and Florida to the East Indies.

NAVY DEPARTMENT, June 6, 1863.

SIR: On the 26th of January last the Department wrote to you concerning the piratical steamer *Alabama*, and suggested the probability of her leaving the West Indies and seeking some other field for depredations, perhaps the East Indies, and in anticipation of such a movement directed you to proceed at once to the Strait of Sunda for the protection of our commerce in that quarter.

Nearly three months later, April 15, orders were transmitted to you to return with the *Wyoming* to Philadelphia, via the Cape of Good Hope and the West Indies. This latter order is hereby revoked, and you will remain on your present station until further instructions, and, if you shall not already have done so, proceed as directed in the letter of the 26th of January last.

Intelligence recently received leads to the impression that the *Alabama*, accompanied by the *Florida*, has abandoned the West Indies, and apprehensions are felt that she will direct her cruise to the East Indies. It therefore behooves you to be vigilant and to be prepared

for the appearance of one or both of these vessels in the east, and ready to pursue and, if possible, overtake them in their piratical career.

Another steamer of the same character left England early in April last and has not been heard of since—the *Japan*, or *Virginia* [*Georgia*], as she has been called. She is a screw steamer of about 500 tons.

The *Alabama* and *Florida*, at last accounts, were committing their depredations a little south of the equator, between longitude 25° and 35° west from Greenwich. On the 24th of April they destroyed the *Wm. M. Dodge* [*Oneida*], from Shanghai, in latitude $1^{\circ} 40'$ S., longitude $29^{\circ} 10'$ W.

The Department has just received your No. 15, dated March 25, at Swatow, reporting an accident to the *Wyoming* by striking a rock. It is hoped that the damage was not sufficient to cause the loss of her services for a lengthy period.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander D. McDUGAL,
Commanding U. S. S. Wyoming, Macao, China.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, in view of the possible appearance of the U. S. steamers Alabama and Florida in the Pacific.

NAVY DEPARTMENT, June 9, 1863.

SIR: You have doubtless been apprised of the appearance of the *Alabama* and the *Florida* south of the equator.

They have been engaged in their depredations between longitude 25° and 35° W. from Greenwich and latitude 2° N. and S. The last vessel known to have been captured and burned was the *Wm. M. Dodge* [*Oneida*], by the *Florida*, on the 24th of April, in latitude $1^{\circ} 40'$ S. and longitude $29^{\circ} 10'$ W. The destination of one or both of these vessels may be the Pacific. It therefore behooves you to be prepared for their appearance, and to be ready to make the best possible disposition of your limited force for the protection of our commerce.

Another vessel of a similar character, called the *Japan*, or *Virginia*, a screw steamer of about 500 tons, has been sent out from England. She sailed early in April and nothing has been heard of her since.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron, Panama, New Granada.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of cruise in U. S. S. Vanderbilt.

FLAG-STEAMER VANDERBILT,
St. Thomas, June 9, 1863.

SIR: I have to report my arrival at this port, after an absence of fifteen days. I mentioned in my letter, No. 69, that I intended to visit La Guayra (Venezuela) and the islands off the main.

We made the island of Blanquilla on the third day. This is the place where the *Alabama* coaled from a vessel, the *Agrippina*, in October last. We found at the anchorage two American whaling schooners,

the *Union* and *Rising Sun*, of Provincetown, and remained long enough to ascertain that there had been no Confederate vessels there, nor any seen in the neighborhood. There is no harbor, but a tolerable anchorage. The island has but three inhabitants, who are called traders. A considerable amount of stock is raised, and vessels can be supplied, but it affords nothing else for them.

We made the coast some distance to the windward of La Guayra, and ran down along it until we reached the anchorage. The smallpox was prevailing to an alarming degree and prevented us from having any communication with the shore but what was absolutely necessary. Our stay was two days longer than I contemplated, from not being able to finish the business which was the object of my visit. On my return from Caracas I received the news of the loss of the *Shepherd Knapp*, by the packet from St. Thomas, which necessarily caused a change in the plan I had in view to visit the island of Curaçao, Buen Ayre, Roccas [Los Roques] and Bird Islands, and the Testigos, as also Margarita, thence to the island of Trinidad, and taking the whole range from Tobago and Barbados to the northward around to St. Thomas again, meeting with the *Oneida* off Martinique. The news of the *Shepherd Knapp's* wreck, and the arrival at St. Thomas of the *Santiago de Cuba* with her stores, made my presence there necessary, and I determined after passing the three islands near Curaçao to visit the port of Santa Ana. When we reached there we found that we would be subject to fifteen days' quarantine. I communicated with the consul, Mr. Morse, who informed me of the arrival of two coal vessels, then discharging, and the report of the governor, that he could not give us *pratique* but, if returning in fifteen days, he would be happy to do so. No information had reached Curaçao of the rebel privateers, and I concluded to return to St. Thomas. This we accomplished in sixty-eight hours, touching at Santa Cruz, in consequence of hearing from a vessel we boarded that it was reported there that a Confederate privateer had been seen off that island. It appears that in consequence of the strong belief of the inhabitants of this island that the *Alabama* would appear at Fredericksted in pursuit of coal and supplies, they moved all the coal away they could, and were determined to fire the rest and render the attempt fruitless. The consul prepared a vessel to send immediate notice to this place of her appearance. The governor also reinforced the forts to be better prepared. No stronger proof could be given than these proceedings of the friendly terms which exist between us, and the good will entertained for our cause, which will afford you great gratification.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. consul at Pernambuco, Brazil, to the Secretary of State, reporting the capture by the U. S. S. Florida of ship Crown Point, of Boston, Mass.

CONSULATE OF THE UNITED STATES OF AMERICA,
Pernambuco, June 10, 1863.

SIR: The painful duty of informing you of disasters to our commerce again devolves upon me. The coasting steamer *Jaguaribs*, which

arrived this morning from Ceará, brought from that port eleven men, late of and belonging to the ship *Crown Point*, of Boston.

From the statement of John B. Norman, late third officer, it appears that the ship *Crown Point*, of Boston, 1,008 tons burden, sailed from New York on the 8th of April, bound for San Francisco, laden with assorted cargo of merchandise. On the 14th [13th] of May, at noon, when in about latitude $3^{\circ} 30' S.$, longitude ———, she was captured by the pirate *Florida*, which vessel left this port, as stated in my last dispatch, on the 12th ultimo.

Mr. Norman stated that when the *Florida* spoke the *Crown Point* she (the *Florida*) had the British flag flying. After asking "What ship, whither bound, and where from?" the *Florida* sent a boat alongside, and about the time the crew of the boat were boarding the ship the *Florida* hoisted the flag of the so-called Confederate States. The officers and crew of the ship were transferred to the steamer, and during the afternoon the pirates were employed in breaking out cargo, and searching for such articles as they needed. Such goods as they did not want were thrown overboard. At midnight the captured ship was burned.

During the two weeks following this event the *Florida* remained in the vicinity of an island known as As Rocas, about 60 miles west of Fernando de Noronha, at which place her surgeon and another person were drowned by the swamping of their boat.

During this time a Danish brig was met with, and the captain of the *Crown Point*, his family, and two mates were put on board of her. Nine of the captured crew joined the *Florida*.

On the 4th of the present month the *Florida* entered the port of Ceará, disembarked her prisoners, and purchased 70 tons of coal. On the 5th instant the prisoners were sent to this port by the acting U. S. consular agent at Ceará. They informed me that the *Florida* was still there when they left. I have apprised our minister at Rio de Janeiro of the facts of the case, and will give notice to our consuls and consular agents along the coast of this event.

I have the honor to be, with highest respect, your most obedient servant

THOMAS ADAMSON, JR.,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State, Washington, D. C.

Report of Acting Master Williams, U. S. Navy, commanding U. S. ship Ino, regarding convoy of ship Aquila.

U. S. SHIP INO,
Lat. $35^{\circ} 30' N.$, Long. $44^{\circ} W.$, June 10, 1863.

SIR: I have the honor to inform you of the safe arrival thus far of the U. S. ship *Ino* and convoy ship *Aquila*. Will you please notify the honorable Secretary of the Navy of the above facts?

I am, respectfully, your obedient servant,

JAMES M. WILLIAMS,
Acting Master, Commanding.

Rear-Admiral H. PAULDING,
Commandant Brooklyn Navy Yard.

Letter from the acting U. S. consul-general at Havana, Oubu, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, reporting movements of blockade runners in that port.

U. S. CONSULATE-GENERAL,
Havana, June 11, 1863.

DEAR SIR: I hope that my dispatch of the 2d instant, together with all the mail (in two large bags) sent by me per *Pusaro del Oceano* on the 3d, have reached you in safety. The bags were to be delivered to the *Vanderbilt*, or any other ship of your squadron calling for them at sea or at any of the intermediate [ports] she touches on her way to St. Thomas, or at this last-named place if not called for before.

The *Hero*, alias *Victor*, was actually taken by the *Juniata*, Commander Stevens, and carried into Key West.

We have had no arrivals for several days past from the blockaded ports, nor any departures for them direct since the sailing of the British steamer *Ruby* on the 2d. The *Neptune*, it is understood, will sail this afternoon for Mobile. The *Habanero* (Spanish steamer) is getting ready.

An English steamer called the *Nan-Nan* (formerly the American steamer *Flushing*, that used to run between New York and Flushing, L. I.) arrived here from St. John, New Brunswick, in less than eight days; she is a very fast vessel, said to be faster even than the *Ruby* and the *Neptune*, 150 to 160 feet long, side-wheel. Two or three days ago she exhibited her speed a short distance. She went 10 miles in thirty-three minutes with 35 pounds of steam. There is not the slightest doubt that this steamer is intended to run the blockade at Mobile.

The Confederate traders have been expecting steamers from Mobile, but none come. The *Pioga*, Commander Olary, came in on the afternoon of the 3d and sailed again on the morning of the 6th. I send you a few dispatches that Captain Olary handed me for you; also the dispatches and letters which were brought by the *Roanoke* from New York on the 6th.

I accompany also a copy of the Weekly Herald, 30th ultimo, the last date from New York.

Hoping that you are in good health, I remain, very truly, yours,

THOS. SAVAGE,
Acting Consul-General.

Acting Rear-Admiral CHARLES WILKES,
Commanding United States West India Squadron, St. Thomas.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to the Secretary of the Navy, transmitting correspondence with Vice-Admiral Milne, R. N., regarding transgression by United States vessels of laws of neutrality.

FLAG-STEAMER VANDERBILT,
St. Thomas, June 11, 1863.

SIR: I herewith enclose, for the information of the Department, a copy of a letter which I received from Vice-Admiral A. Milne, R. N., commander in chief of her Britannic Majesty's North Atlantic forces, together with a copy of my reply to said letter. As the subject referred

to in Vice-Admiral Milne's letter has been laid before her Britannic Majesty's minister at Washington, you doubtless ere this have been made acquainted with it.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

[H. B. M. S.] NILB,
At Bermuda, May 21, 1863.

SIR: I consider it an act of courtesy due to you as the Rear-Admiral commanding the United States Squadron in the West Indies to acquaint you that I have felt myself called upon, in the discharge of my public duty, to bring to the notice of her Majesty's Government, and likewise of her Majesty's minister at Washington, for representation to the Government of the United States, the practice pursued by cruisers, under your orders, of detaining British vessels trading from one neutral port to another, and apparently affording no legitimate ground whatever for their detention.

As these proceedings appear to me to have been in direct violation of international law and of the very satisfactory instructions for United States cruisers which were communicated to Lord Lyons by Mr. Seward in August last, I think it right, in the interests of peace and to avert as far as possible every cause of misunderstanding between our respective governments, to beg your serious attention to this very important subject, in the hope that you may see the necessity of taking immediate steps to confine the exercise of belligerent rights on the part of United States cruisers over neutrals, within the limits prescribed by the law of nations, and thus prevent the recurrence of cases similar to those which are now the subject of discussion between the two governments, and which are causing such natural anxiety among the mercantile classes interested in our West India commerce.

I have the honor to be, sir, your most obedient servant,

ALEX. MILNE,
Vice-Admiral and Commander in Chief.

Rear-Admiral WILKES, etc.,
Commanding United States Squadron in the West Indies.

U. S. FLAG-STEAMER VANDERBILT,
June 10, 1863, at St. Thomas.

SIR: I have to acknowledge the receipt, on my arrival here yesterday, of your communication of the 21st of May. I take it, as I believe it was meant, in the most friendly spirit.

I should have been glad to learn the instances of the cruisers under my orders detaining "British vessels trading from one neutral port to another," which you have deemed it your duty to bring to the notice of her Majesty's Government and to her Majesty's minister at Washington. I am left entirely in the dark as to the grievance which you inform me has been the subject of your communication.

I am well aware that many reports have been circulated respecting our proceedings, and, I may add, of outrageous conduct on my part. Is it just, on mere assumption, as I take it your acts have been predicated, that you should have felt warranted in charging my officers and myself with violating the orders of my Government, or trespassing on neutral rights? It does not become me to argue this point, or to offer any explanation, which might leave the impression on your mind that I thought I had done or permitted any wrong in the exercise of belligerent rights. My Government is well advised of my actions, and to its explanation will be made, if necessary.

The anxiety I feel in the exercise of belligerent rights, and the desire I have to respect those of neutrals in every particular, I apprehend is as great as yours. It is my wish and determination to avoid any misunderstanding or cause of irritation between our respective countries. Moreover, I feel assured that in no one case have the rights been invaded, nor the necessity of cultivating friendly feeling been lost sight of, by my officers or myself, and when the true facts are considered, instead of the apparent ones, you yourself will come to the same conclusion.

It is extremely difficult to understand the actions of others, especially when our judgment may have been formed or influenced by *ex parte* statements, many times and often by untruthful and interested persons, which is to be regretted, but can not be avoided or complained of; they have the effect to produce much feeling and condemnation of an officer who does his duty. Of this, in your length of service, you must have met many instances.

In the exercise of the belligerent rights, it has ever been my practice and that of my officers in command of the United States cruisers composing my squadron to avoid everything which could make the duty of search in any way harsh or unpleasant, and this duty has been conducted in the most careful manner to avoid any rudeness, complaint, or cause of distress whatever. You may be assured I am as desirous as you can be to avoid any subject of discussion between our governments. Unhappily they will arise and cause anxiety to both parties; they can not at all times be averted, but when the circumstances are known, this state of anxiety vanishes, and good feeling restored and justice awarded.

Although I can not admit that we have overstepped a proper interpretation of belligerent rights over neutrals, or unduly exercised them without the limits prescribed by the laws of nations, I nevertheless have to express my appreciation for your courtesy in addressing me your dispatch, to inform me what you deemed obligatory in the discharge of your duty.

I have to regret that since I have been in this command we have not met, as I am satisfied that a few minutes' conversation between us would have shown that my views and actions were in accordance with the feelings you express. Trusting that one of these days such an opportunity may be afforded,

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

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Vice-Admiral A. MILNE, R. N.,

Commander in Chief of the North American Station, Bermuda.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, regarding political affairs in Japan.

U. S. S. WYOMING,
Yokohama, June 12, 1863. (Via Marseilles.)

SIR: The residence of the American consul since the establishment of the consulate at this port has been in the village of Kanagawa, on the opposite side of the bay from Yokohama, who, with two American missionary families, are the only foreigners on that side of the bay.

On the 31st ultimo the governor of Yokohama requested an interview with the consul, and informed him that for the present it was unsafe for him and the other foreign families to remain longer in Kanagawa, and advised his immediate removal to this side of the bay, as in case of an outbreak he would not be able to afford that protection that he could in Yokohama. At the request of the consul I brought his family on board that evening, and the next morning the missionary families, to Yokohama. At 1:30 the next morning General Pruyn and suite arrived in a Japanese steamer from Yeddo, having been advised by one of the ministers that, though guarded by 400 or 500 Japanese guards, they could not answer longer for his personal safety, as the city was full of loomins (cutthroats and robbers), who were committing all kinds of outrages, having only the day previous committed a murder in the open street a short distance from the legation.

General Pruyn has remained in Yeddo [Tokio] since the destruction of the legation by fire on the morning of the 25th May, and would not have left at the time he did had he not been satisfied of the sincerity of the minister who brought him the message and who expressed fear for his own safety in returning to the castle.

There appears to be a conflicting opinion with regard to Japanese affairs. The general opinion is that the Government is on the eve of a revolution, the principal object of which is the expulsion of foreigners and a return to their ancient exclusiveness. The tycoon and his party are what may be termed the liberal party, who wish trade and intercourse with the world. The party in opposition are composed of many of the most wealthy and powerful princes, with the Mikado, the spiritual emperor, at their head, who are hostile to all foreign intercourse. How matters will end time will determine.

The difficulties yet remain unsettled between the English and Japanese. It is stated that a conference takes place to-day in which some definite arrangement will be made for the final settlement of demands made.

On the 7th, Captain Townsend, of the ship *Viking*, arrived, reporting his ship wrecked on the island of Mecoura Sima [Mikura], latitude 33° 55' N., longitude 139° 34' E., having struck on the morning of the 4th instant, having on board as passengers 458 Chinese, bound to San Francisco.

The next morning, the 8th, with Consul Fishor on board, I proceeded to the wreck via Simoda, where I stopped to make arrangements for the accommodation of her passengers. At noon of the 9th, arrived at the wreck and immediately took on board all the Chinese and landed them the next morning at Simoda, thence to this place. I left the crew by the vessel to strip her. On that being done a vessel will be dispatched to bring them and what is saved to this port. The vessel lays broadside on the shore, distant about 50 feet, where all that can be saved will be landed. She will be a total loss, having bilged a short time after striking.

I am happy to state that the health of the officers and crew still continues good.

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

D. McDOUGAL,
Commander.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of cruise from April 10 to June 12, 1863, in search of Confederate vessels.

U. S. S. KEARSARGE,
Cadiz Bay, June 12, 1863.

SIR: I have the honor to report that since 10th of April last I continued until the 15th May to cruise about the Western Islands, under easy steam and at times with propeller detached, visiting occasionally all the ports and bays of the islands. On the 18th, while lying in at Angra, Terceira, a suspicious steamer hove in sight to the eastward, when we immediately got underway and commenced a pursuit of the stranger. After six and a half hours' chase night set in without our having overhauled her; we had, however, gained sufficient to see that the chase was one of the English mail steamers, which proved afterwards to be the *Tasmania*. It was a source of regret to find that, owing to the softness of the brass bearings for the crank pins, the propeller could not be worked above 50 revolutions without a constant stream of water being turned upon the journals to overcome the heat.

From this reason, together with the obstruction of an extremely foul bottom, caused by a thick coat of linseed oil having been put upon it at Cadiz, we were prevented from speedily overhauling the *Tasmania*.

In my letter of the 8th April I stated to the Department my suspicions that Terceira would become a depot for the enemy and his abettors as soon as the summer months set in. On my return there on the 5th May, I found that my suspicions had been verified, two blockade runners, the *Sirius* and *Orion*, having coaled and left for Nassau in the absence of the *Kearsarge*. I have good reason to suppose that neither of these vessels at the time carried contraband goods, but would receive such on their arrival at Nassau.

On the 15th May I left the Western Islands for Madeira, and after lying about the port of Funchal and adjacent islands some six days, sailed for this port, by way of Gibraltar, for supplies.

I regret to inform the Department that I have been unable to learn anything of the movements of the *Virginia* [*Georgia*] (late *Japan*). This vessel, according to English papers, took her armament on board in some creek on the coast of France, and must have economized her coal by the use of sails, as a month later she had not touched at either the Western or Madeira islands.

Information has just been received that a new *Alabama*, late *Lord Clyde*, had got out of Cardiff under Commander Bulloch. I shall proceed as soon as provided to Madeira, thence to the Western Islands, in hopes of intercepting this new freebooter.

I regret that we shall be unable to dock the *Kearsarge* and clear the fungus from her bottom, as the delay might be of serious moment.

We, however, have been able to obtain crank-pin bearings of a harder metal, and with a clean bottom I believe that there are but few steamers that we should not be able to come up with.

Very respectfully, your obedient servant,

JOHN A. WINSLOW,
Captain.

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

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, of cruise from April 23 to June 22, 1863, and regarding the movements of Confederate vessels in Brazilian waters.

U. S. SHIP ONWARD,
Bahia, June 12, 1863.

SIR: I have the honor to report my arrival at this port this day for water and news of the rebel cruisers.

On the 23d of April I entered St. Vincent, Cape Verde Islands, and found the U. S. S. *Mohican* lying there. I did not suppose that any of our vessels were there or I should not have called. I knew that many of the vessels which run the blockade coaled there, and, being acquainted with the place, I supposed the rebel cruisers would coal there also, as I still think they will do. On the 25th we left for Porto Praya, and arrived the next day, which being Sunday, the 26th, did nothing. On the 27th took on board 2,500 gallons of water, and in the evening proceeded to sea. On the 5th day of May crossed the line in longitude 26° 30', and continued cruising between this longitude and 33° W., and from the equator to 5° S., until the 9th day of June, when we began to work to the southward, near the Brazilian coast. Our water becoming low, I proceeded to this port.

I find that the *Alabama* (rebel) left here on the 21st of May, after lying ten days, and the rebel steamer *Georgia*, formerly the *Japan*, or the *Virginia*, left on the 23d of May, lying here about the same time as the *Alabama*. On the 24th the *Mohican* arrived. The *Alabama*, as near as I can learn, has a full crew of about 180 men, of all nations, all polished pirates. The *Georgia* has not a full crew, I believe, although she shipped 12 men here from those which the *Alabama* took from the merchant vessels. I find here two barks; one, the *Agrippina*, is loaded with coal and ammunition, and is the same bark that supplied the *Alabama* at Terceira; the other is the *Castor*, of Liverpool, and loaded with the same material. The latter hauled alongside the *Georgia* and discharged coal into her, and, some say, a large gun. She attempted to go to sea, but seeing some vessel outside, which she took for one of our men-of-war, returned. We are now anchored near both, so that it is impossible for them to get to sea without my knowledge.

June 13.—To-day the *Agrippina* made sail and moved up the harbor, some say to discharge, as she has no hopes of getting out.

June 14.—*Agrippina* doing nothing.

June 15.—*Agrippina* doing nothing.

June 16.—I have heard to-day, through reliable sources, that the *Agrippina* has sold her coal and powder and will discharge here.

June 17.—No news.

June 18.—*Agrippina* discharging.

June 19.—*Oastor* pretended to get underway.

June 20.—News that the *Florida* was in Ceará on the 4th instant, getting up steam to go to sea, and captured the ship *Crown Point* on the 14th [13th] of May. The *Oastor* got underway, and proceeded farther up the bay. I hear she is to discharge her cargo. We moved up also that we might see the movements of both.

June 21.—Nothing new.

June 22.—*Oastor* discharging. U. S. S. *Mohican* arrived in port at sunset. Nothing new from the rebels. We shall go to sea to-morrow. My reasons for remaining here so long were to keep these two vessels in, or capture them, to stop their supplies from the rebels. I thought this my duty, and find that we have obliged them to discharge. I hope I have done right.

I have also to report that on the 5th of June we boarded the American ship *Wurtemberg*, of New Orleans, and found she had no papers, only a sealed letter from the consular agent at Swansea (a copy of which I enclose), and a receipt from Consul Morse, at London, for her register, and also a statement that her papers had been forwarded to Washington.

Very respectfully, your obedient servant,

J. F. NICKELS,

Acting Volunteer Lieutenant, Commanding U. S. ship *Onward*.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Nichols, U. S. Navy, commanding U. S. S. *Alabama*, to prepare for sea.

FLAG-STEAMER VANDERBILT,

St. Thomas, June 12, 1863.

SIR: You will get the *Alabama* ready for sea as soon as possible, and report to me when you will be in condition to leave port.

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

[Acting Rear-Admiral,] Commanding West India Squadron.

Commander E. T. NICHOLS, U. S. Navy,

Commanding Steamer *Alabama*, West India Squadron.

Report of Commander Olitz, U. S. Navy, commanding U. S. S. *Juniata*, of the capture by that vessel of Confederate schooner *Fashion*.

U. S. S. JUNIATA,

Off the Island of Cuba, June 13, 1863.

SIR: I have to inform you that to-day, at 3:45 p. m., I fell in with and captured the schooner *Fashion*, of Mobile. At the time of the capture we were in latitude 23° 5' N., longitude 83° 29' W., distant about 5 or 6 miles from the nearest land. She is under rebel colors, commanded by George Miller, and has a crew of 3 men. She is loaded, according

to the bill of lading, with the following articles, viz, 55 bags of salt (10,875 pounds), 15 barrels soda ash (3,825 pounds), 15 kegs carbonate of soda (1,680 pounds).

I send her to the port of Key West in charge of Acting Ensign W. H. Winslow and a prize crew of 2 seamen and 2 landsmen.

The *Fashion* is last from Havana. At the time of the capture there was no vessel in sight.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander.

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

Report of Commodore Lardner, U. S. Navy, appointed to command West India Squadron, of arrival at Cape Haitien, West Indies.

U. S. S. TICONDEROGA,
Cape Haitien, June 13, 1863.

SIR: I have the honor to report the arrival yesterday of this ship, after a passage of six days from Philadelphia, under moderate steam from 15 tons of coal a day.

Acting Rear-Admiral Wilkes was last heard from at St. Thomas. I shall therefore proceed to that place without delay. Nothing more has been heard of the rebel cruisers than was known from the newspapers a week ago.

I am, respectfully, your obedient servant,

J. L. LARDNER,
Commodore.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of arrival at New York from West India Squadron.

U. S. S. SONOMA,
New York, June 13, 1863.

SIR: Under the instructions* of Rear-Admiral Wilkes, of May 16, directing me to proceed directly to New York, I have the honor to report the arrival of the *Sonoma* at this port, in seven days from Key West, the officers and crew all well.

I have on board as passengers the U. S. marshal at Key West, with his family; Dr. Laws, of the Navy; Acting Master's Mate Ford, and Mr. Charles Bell, late captain's clerk of the *Tahoma*.

I have also 35 persons on board as prisoners, 7 of them being a portion of the crew of the ship *Sparkling Sea*, sentenced to the penitentiary at Washington for mutiny, and 1 marine and 1 landsman under sentence of court-martial; the balance are state prisoners, whose destination is Fort Lafayette, sent North in the *Sonoma* by order of Rear-Admiral Bailey, who also instructed me to afford convoy to the ship *S. R. Mallory*, bound to New York with prize goods. I convoyed the *Mallory*

* See p. 196.

about 200 miles north of Mantanilla [Matanilla] Reef, when we separated, from the captain of the *Mallory* having probably misunderstood the signal which was made to tack ship. After this I continued to traverse his supposed track until to the northward of Port Royal, when I shaped my course for this place.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

HON. SECRETARY OF THE NAVY.

Search for the C. S. vessels Clarence, Tacony, and Archer, commanded successively by Lieutenant C. W. Read, C. S. Navy, and final capture of Read and his party.

Notice from E. A. Souder & Co., of the appearance of the C. S. brig Clarence off Cape Henry, Virginia.

[Telegram.]

PHILADELPHIA, June 13, 1863.

(Received at Washington 4:25 p. m.)

The pirate *Clarence* captured, within sight of Cape Henry, yesterday morning, brig [schooner] *Shindler* and schooner *Kate Stewart* and bark *Tacony*, of this port. They are using the *Tacony* for pirating further.

E. A. SOUDER & Co.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Messrs. E. A. Souder & Co., of Philadelphia, to the Secretary of the Navy, relative to the depredations of C. S. brig Clarence.

PHILADELPHIA, June 13, 1863.

DEAR SIR: We telegraphed you to-day in regard to the outrages of the pirate *Clarence*, a sailing brig, called a tender to the *Florida*. Captain Munday, of the bark *Tacony*, of this port, reached here at 3 o'clock this afternoon, and furnishes the following, and also handed us a letter from Captain Teague, of our schooner *Kate Stewart*, which vessel he left in a boat this morning and reached a town in New Jersey in time to take train for Philadelphia. He states briefly as follows:

Yesterday morning about 9 o'clock (12th instant), off Cape Henry, and almost in sight of it, he saw a vessel (brig *Clarence*) with the United States flag flying, Union down. He hesitated at first, but upon seeing men apparently in distress he put toward her, when the crew sent [a] boat alongside, all in seamen's costume, and upon coming on the deck of the *Tacony* presented revolvers at the captain and mate and those on deck and ordered them into their boat and took them to the *Clarence* as prisoners. They took all they had, and while aboard the pirate the schooner *M. A. Shindler* came along, and she was taken in same manner and burned at once. Soon after, our schooner *Kate Stewart*, of 387 tons, on her way from Key West, in ballast, came along, and was captured also, but having some passengers, mostly ladies, aboard, was allowed to proceed, after extorting a bond from the captain for \$7,000, being about half of her

cost. The captain of the pirate (Read) then put on board the *Kate Stewart* the crews of all the other vessels and set fire to the *Clarence* and took the *Tacony* (bark) for his ship and put off. The crew told Captain Munday that the *Clarence*, the day before, was pursued by a United States gunboat and threw overboard their guns, except a small swivel, and consequently they have no armament on board the bark *Tacony* and could be captured readily in forty-eight hours if a steamer with a single gun was sent after her, or a sailing vessel in disguise.

We submit this information to you that such steps as may be necessary may be promptly taken,

And remain, dear sir, your obedient servants,

EDMUND A. SOUDER & Co.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

OFF COHANSEY, DELAWARE BAY, *June 13, 1863.*

DEAR SIRS: Yesterday at 10 a. m., latitude 37° 10', longitude 75° 5', was boarded by a tender from the pirate *Florida*, and gave bonds for \$7,000. Everything well and safe except that. The bearer, Captain Munday, late master bark *Tacony*, will give you all particulars.

Yours, very respectfully,

GEORGE E. TEAGUE,

Master of Schooner Kate Stewart.

Messrs. E. A. SOUDER & Co.,

Philadelphia, Pa.

[Telegram.]

NAVY DEPARTMENT, *June 13, 1863.*

Yesterday morning the privateer *Clarence*, a captured sailing vessel, fitted out by the *Oreto*, captured three vessels within 8 miles of Cape Henry. The bark *Tacony* they are fitting as a cruiser. Send out anything you have available.

GIDEON WELLES,

[*Secretary of the Navy.*]

Rear-Admiral LEE,

Newport News.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,

Off Newport News, June 13, 1863—10 p. m.

(Received at Washington, midnight.)

Dispatch received at 10 to-night. Will dispatch *Young Rover*, guard vessel, to-night; also *Commodore Jones*, now repairing at the navy yard; also *Dacotah* to-morrow, if her boilers, which are now being examined, will allow it.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *June 13, 1863.*

The privateer *Clarence*, which was fitted out after being captured by the *Oreto*, has made (yesterday morning) three captures off the capes of the Chesapeake. Can the *Shenandoah* go in pursuit? One of the prizes they are to fit out as a privateer.

GIDEON WELLES,
[Secretary of the Navy.]

Commodore C. K. STRIBLING,
Philadelphia, Navy Yard.

[Telegram.]

NAVY DEPARTMENT, *June 13, 1863.*

The privateer *Clarence*, a sailing vessel captured and fitted out by the *Oreto*, made three captures yesterday off the capes of the Chesapeake. Send what vessels you can in pursuit. Let the *Tuscarora* go at once, and charter a vessel to take Admiral Foote to Port Royal on Tuesday.

GIDEON WELLES,
[Secretary of the Navy.]

Rear-Admiral PAULDING,
New York, Navy Yard.

[Telegram.]

NEW YORK, *June 13, 1863.*

(Received at Washington 9:25 p. m.,

Dispatch received. The *Tuscarora*, *Seminole*, *Dai Ohing*, and *Adela* are ready and will proceed to-night to sea. We hope to get the *Virginia* and *Kittatinny* off to-morrow.

H. PAULDING,
Commandant, Navy Yard.

Hon. GIDEON WELLES.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,

Off Newport News, June 13, 1863—11:30 p. m.

(Received at Washington, 9:30 a. m., June 14.)

Dacotah reported unfit for service. *Young Rover* ordered to cruise south of Cape Henry to Hatteras. *Commodore Jones* ordered to cruise between capes of Virginia. *Western World*, just arrived, ordered to cruise north of Cape Charles. All within the Gulf Stream. *Sumpter*, sent to-day to Yorktown, ordered by telegraph to proceed on a general cruise after the privateers. All duly informed of the situation.

S. P. LEE,
Acting Rear-Admiral.

Hon. G. WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to the commandants of the Boston, New York, and Philadelphia navy yards relative to pursuit of C. S. bark *Tacony*.

NAVY DEPARTMENT, *June 14, 1863.*

It appears that the crew of the pirate *Clarence* have transferred themselves to the captured bark *Tacony*, and have burned the *Clarence*. They have nothing but small arms, and the *Tacony* was in ballast.

Charter or seize half a dozen moderate-sized, fast vessels; put on board an officer, a dozen men, plenty of small arms, and one or two howitzers; send them out in various directions. Take any vessel that can be sent to sea within the next forty-eight hours.

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

(Same to Commodore Montgomery, Boston navy yard, and Rear-Admiral Paulding, New York navy yard.)

[Telegram.]

PHILADELPHIA, *June 14, 1863.*
(Received at Washington 6:50 p. m.)

SIR: Your telegram received at 3:30 p. m. Will do all I can to capture the *Tacony*.

Respectfully, etc.,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *June 14, 1863.*

Send the *Montgomery* to cruise near the Nantucket Shoals in search of the pirate bark *Tacony*.

GIDEON WELLES;
[*Secretary of the Navy.*]

Commodore MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

[Telegram.]

NEW YORK, *June 14, 1863.*
(Received at Washington 7:30 p. m.)

Dispatch of this day received. The *Seminole* and *Adela* went to sea this morning, the *Tuscarora* and *Dai Ching* later in the day. I hope to get the *Virginia* off to-night, and the *Kittatinny* to-morrow. I will do all I can to carry out the orders of the Department by this day's dispatch. It is Sunday, and we work at great disadvantage.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Order of the commandant navy yard, New York, to the commanding officers of United States vessels to proceed in search of C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 14, 1863.*

SIR: Enclosed is a copy of a telegram* received from the Department. You will proceed to sea without delay and cruise for the pirate indicated.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Commander W. A. PARKER,
Commanding Tuscarora.

(Same to Commander Rolando, commanding *Seminole*; Lieutenant-Commander J. C. Chaplin, commanding *Dai Ching*; Acting Volunteer Lieutenant Stodder, commanding *Adela*; Acting Volunteer Lieutenant C. H. Brown, commanding *Virginia*; Acting Master I. D. Seyburn, commanding schooner *Kittatinny*.)

[Telegram.]

NEW YORK, *June 14, 1863—7 p. m.*
(Received at Washington 7:30 p. m.)

The yacht *America* is here with twelve midshipmen on board. May I give her a suitable crew and send her in pursuit of the *Tacony*? Also the *Marion* is here and might cruise for a week. May I send her? The *Sabine*, with some addition to her crew, might go for a week on this service. The *Virginia* is just leaving.

H. PAULDING,
[*Commandant.*]

Hon. GIDEON WELLES,
Secretary Navy.

Order of the Secretary of the Navy to the commandant navy yard, New York, relative to the pursuit of C. S. bark *Tacony*.

NAVY DEPARTMENT, *June 14, 1863.*

Your dispatch with regard to the *Sabine*, *America*, and *Marion* received and approved. Send all of them off at once. The *Tacony* was in ballast and must be short of provisions. She has no cannon, the pirates having left the only one they had on board the *Clarence* when she was abandoned and burned.

GIDEON WELLES,
[*Secretary of the Navy.*]

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

[Telegram.]

NAVY DEPARTMENT, *June 14, 1863.*

The *Barney* will leave Baltimore in the morning. If she arrives and can be at Aquia Creek, say, by Wednesday morning, send her there; otherwise not. The [crew of the] pirate *Clarence* transferred themselves to the bark *Tacony* and burned their own brig. The *Tacony* is of 400 tons and they have only small arms. A couple of sailing vessels might

* See p. 275.

be sent toward Bermuda. If there are any good sailing vessels in the [Hampton] Roads not indispensable to the Army, seize them, put on board one or two howitzers, some extra men and small arms, and send them out. Do not search any line north of your latitude as that direction will be taken care of.

GIDEON WELLES,
Secretary.

Rear-Admiral LEE,
Newport News.

[Telegram.]

BROOKLYN, June 15, 1863.
(Received at Washington 4:45 p. m.)

The *Kittatinny* left the yard at 2 p. m., and will put to sea to-night to coast to the eastward to the Banks of Newfoundland.

H. PAULDING,
[*Commandant*].

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, June 15, 1863—10 a. m.
(Received at Washington, 6 p. m., via Fortress Monroe.)

Fleet captain, after examination, reports there are two schooners in Hampton Roads of 200 tons each, loaded with ordnance supplies, which may suit the purpose of your dispatch received last night. The difficulty of access to the fort wharf for unloading this ordnance matter suggests that more dispatch will be attained by equipping sailing vessels from Northern ports. I will order the schooners *William Bacon* and *Matthew Vassar* to cruise together between the parallels of Cape Fear Shoals and Cape Hatteras.

S. P. LEE,
Acting Rear-Admiral.

Hon. G. WELLES,
Secretary of the Navy.

Instructions from the President of the United States to the Secretary of the Treasury regarding measures for the protection of commerce.

EXECUTIVE MANSION, June 14, 1863.

SIR: Your note of this morning is received. You will cooperate, by the revenue cutters under your direction, with the Navy in arresting rebel depredations on American commerce and transportation and in capturing rebels engaged therein.

ABRAHAM LINCOLN.

The SECRETARY OF THE TREASURY.

Order of the Secretary of the Treasury to Captain McGowan, commanding U. S. revenue steamer *Cuyahoga*, to proceed in search of the C. S. bark *Tacony*.

TREASURY DEPARTMENT, June 14, 1863.

Telegrams received last night at the War Department report depredations at 5 a. m. Friday by the rebel brig *Clarence*, 40 miles off the

capas of Virginia. The rebels had burned three vessels and captured three others, of which two were bonded and one, the bark *Tacony*, converted into a war vessel in place of the *Clarence*, which they also burned, after having transferred her armament, etc., to the *Tacony*. Obtain as exact description of the *Tacony* as possible, and proceed forthwith in search of her. As the rebels may change to another vessel or may have other vessels engaged in like depredations, you will visit every one you overhaul and satisfy yourself as to her true character, not allowing yourself to be deceived by any device, such as change of vessel, rig, paint, or flag. Respect neutral ships and property, but capture whatever is rebel, however disguised. Conceal the warlike character of your own ship as much as may be necessary. If your crew is not full, call for volunteers from other revenue vessels for this cruise. Husband your coal as much as practicable, and touch where advisable for necessary supplies. Report by telegraph from Fortress Monroe in three weeks, and as often previously as practicable. Be prompt and active, and omit nothing calculated to insure success.

S. P. CHASE,

Secretary of the Treasury.

Captain JOHN MCGOWAN,

*Commanding U. S. Revenue Steamer Cuyahoga,
New York Harbor.*

Order of the Secretary of the Navy to Captain McGowan, commanding U. S. revenue steamer *Cuyahoga*, approving the instructions of the Secretary of the Treasury

The foregoing directions of the Secretary of the Treasury are approved. You will act in accordance with them while cooperating with the Navy in accordance with the directions of the President of the United States of America, June 14, 1863.

GIDEON WELLES,

Secretary of the Navy.

Captain JOHN MCGOWAN,

*Commanding U. S. Revenue Cutter Steamer Cuyahoga,
Harbor of New York.*

Instructions of the commandant navy yard, New York, to Lieutenant-Commander Meade, U. S. Navy, commanding U. S. chartered steamer *United States*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 15, 1863.*

SIR: You will proceed to sea in the chartered steamer *United States*, under your command, and steer eastward on the outer edge of the Gulf Stream, carefully examining all the vessels you fall in with. Traverse in the track of vessels bound from the eastward to the United States when you arrive in or near the Banks of Newfoundland, and arrive in New York when your want of fuel may render it necessary.

Respectfully, your obedient servant,

H. PAULDING,

Commandant.

Lieutenant-Commander R. W. MEADE,

Commanding U. S. Chartered Steamer United States, New York.

P. S.—Be governed by the information you may obtain.

Instructions of the commandant navy yard, New York, to Commander Baldwin, U. S. Navy, commanding chartered steamer *Blackstone*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 15, 1863.*

SIR: Proceed to sea in the chartered steamer *Blackstone*, under your command, and cruise for the pirate bark *Tacony*. Strike the Gulf Stream and follow it easterly toward the Banks of Newfoundland, examining all vessels you may fall in with. Should you obtain information of the *Tacony*, or any other vessel of suspicious character, be governed by your discretion.

It is not expected that you will be absent more than two weeks. Enclosed is an extract of a telegram from the Navy Department.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Commander A. S. BALDWIN,
Commanding Chartered Steamer Blackstone, New York.

Instructions of the commandant navy yard, New York, to Lieutenant-Commander Matthews, U. S. Navy, commanding U. S. ship *Marion*, relative to search for C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 15, 1863.*

SIR: Proceed to sea with the U. S. ship *Marion*, under your command, and cruise for the pirate bark *Tacony*. Traverse between Sandy Hook and the outer edge of the Gulf Stream, in the track of vessels approaching New York, and wherever else your judgment shall indicate from information you may receive. Examine all vessels with care, and arrive in New York in about ten days or two weeks. If the wind is favorable, look in about Montauk and that part of the coast.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant-Commander E. O. MATTHEWS,
Commanding U. S. School-Ship Marion, New York.

Instructions of the commandant navy yard, New York, to Lieutenant Commanding Kane, U. S. Navy, commanding U. S. yacht *America*, relative to search for the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 15, 1863.*

SIR: You will proceed to sea in the U. S. schooner yacht *America*, under your command.

Steer to the westward [?], keeping a safe distance from the land, examining all vessels that you may fall in with, and obtain what information you can of the pirate *Tacony*. Be governed by the information you may obtain in shaping your course, and in the absence of information that may guide you, steer to the southward when you arrive off the capes of Delaware, sighting the coast of North Carolina, crossing the Gulf Stream in or near the latitude of Cape Hatteras, there traversing as it may suit your judgment, arriving in New York in ten days from the time of your departure.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant Commanding KANE,
Commanding U. S. Schooner [Yacht] America, New York.

Instructions of the commandant navy yard, New York, to Acting Master Seyburn, U. S. Navy, commanding U. S. schooner *Kittatinny*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 15, 1863.*

SIR: You will proceed to sea in the U. S. schooner *Kittatinny*, under your command, and cruise for the pirate *Tacony*. You will proceed to the eastward, keeping at a convenient distance from the land. Examine all vessels that you may fall in with, and be governed by the information you may obtain and your own judgment. Pursue your cruise to the Banks of Newfoundland, keeping near the track of vessels homeward bound from the eastward. Not being able to give more specific instructions, your own judgment must be your guide. It may be well to bear in mind that the pirate crew may transfer themselves to some other vessel, as they did from the *Clarence*.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Acting Master I. D. SEYBURN,
Commanding U. S. Schooner Kittatinny, New York.

[Telegram.]

NAVY DEPARTMENT, *June 15, 1863.*

Have you received the Department's order of yesterday, and have the *Montgomery*, *Ethan Allen*, and any other vessels gone?

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

[Telegram.]

(Received at Washington, 11:25 a. m., June 15, 1863, from Charlestown, Mass.)

Provisions for one month will be placed on board each vessel to cruise after the *Tacony*. How long shall they continue to search for that vessel? Please answer immediately.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *June 15, 1863.*

A fortnight's cruise is sufficient. If she is not found in that time she will have probably left the coast.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

[Telegram.]

(Received at Washington, 11:40 a. m., June 15, 1863, from Charlestown, Mass.)

Telegram received last evening. Using all efforts to procure the vessels and dispatch them this evening. The *Montgomery* will be dispatched to her cruising ground to-morrow evening.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

(Received at Washington, 11:45 a. m., June 15, 1863, from Charlestown, Mass.)

The prize steamer *Cherokee*, now in the hands of the court, can be got ready to cruise for the *Tacony* in forty-eight hours. Please answer immediately if she is wanted.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, June 15, 1863.

Send the prize steamer *Cherokee* to cruise for the *Tacony*.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

Report of the commandant of the navy yard, Philadelphia, of having procured four vessels to proceed in search of C. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 15, 1863.

SIR: I have procured three steamers—*Suwanee*, *Tonawanda*, and *America*—and schooner *Kate Stewart*, to search for the pirate. They will all leave in the course of the day. I enclose a copy of the orders given to the officers in charge. There are no other vessels suitable for this service to be had here immediately. I trust the four we send from this place will give a good account of the freebooter.

The howitzers and men were nearly ready when I received your telegram ordering them not to be sent. The men to man the howitzers are not enlisted persons, but day laborers who are seamen and volunteered for this service, as they did last year.

I think we have many more howitzers here than will be required until the side-wheel steamers are ready, and none of them will be in a month.

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

C. K. STRIBLING,
Commandant.

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

[Enclosures.]

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 15, 1863.

SIR: You will proceed to sea in the *Tonawanda* in search of the bark *Tacony*, now in possession of rebels or pirates.

You will overhaul every vessel you meet with to gain information, and use every effort to capture or destroy the freebooter.

After leaving the capes of the Delaware you will steam along the coast until you are 30 miles north of the capes; you will then steer east to the inner edge of the Gulf Stream, and then shape your course for Cape Hatteras. You will not go south of this cape unless you obtain certain information of the pirate's being near.

From Cape Hatteras you will follow the coast to Cape Henry and then cruise along the coast to the edge of the Gulf Stream to the latitude of the capes of the Delaware, and at the end of one week return to Philadelphia.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Lieutenant HENRY C. TALLMAN,
U. S. S. *Wachusett*, Philadelphia.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 15, 1863.

SIR: You will proceed to sea in the *America* in search of the bark *Tacony*, now in possession of rebels or pirates.

You will overhaul every vessel you meet with to gain information, and use every effort to capture or destroy the freebooter.

After leaving the capes of the Delaware you will steer along the coast until you are 30 miles south of the capes, and then east to the inner edge of the Gulf Stream, and then shape your course for Cape Hatteras. You will not go south of that cape unless you obtain certain information of the pirate's being near.

From Cape Hatteras you will follow the coast to Cape Henry, and cruise along the coast to the edge of the Gulf Stream to the latitudes of the capes of the Delaware, and at the end of one week return to Philadelphia.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Acting Master MILLER H. JOHNSON,
U. S. Receiving Ship *Princeton*, Philadelphia.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 15, 1863.

SIR: You will proceed to sea in the *Suwanee* in search of the bark *Tacony*, now in possession of rebels or pirates.

You will overhaul every vessel you meet with to gain information, and use every effort to capture or destroy the freebooter.

Upon leaving the capes of the Delaware you will steer east to the inner edge of the Gulf Stream, and then shape your course for Cape Hatteras. You will not go south of that cape unless you obtain certain information of the pirate's being near. From Cape Hatteras you

will follow the coast to Cape Henry, and then cruise along the coast to the edge of the Gulf Stream to the latitudes of the capes of the Delaware, and at the end of one week return to Philadelphia.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Acting Ensign G. W. CORNER,
U. S. S. Wachusett.

NAVY YARD, PHILADELPHIA, *June 15, 1863.*

SIR: You will proceed to sea in the *Kate Stewart* in search of the bark *Tacony*, now in possession of rebels or pirates.

You will overhaul every vessel you meet with to gain information, and use every effort to capture or destroy the freebooter.

After leaving the capes of the Delaware you will steer along the coast to the Highlands of Navesink, and then east to the edge of the Gulf Stream and follow that to the south as far as Cape Hatteras. You will not go south of that cape unless you obtain certain information of the pirate's being near. From Cape Hatteras you will follow the coast to Cape Henry and then cruise along the coast to the edge of the Gulf Stream to the latitude of the capes of the Delaware, and at the end of one week return to Philadelphia.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Acting Master JOHN WEST,
U. S. Receiving Ship Princeton, Philadelphia, Pa.

Instructions of the commandant navy yard, Boston, to Acting Ensign Butman, U. S. Navy, ordered to command chartered schooner *Jacob S. Whedon* [*Welden?*] in the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 15, 1863.*

SIR: You will proceed to sea with the schooner *Jacob S. Whedon* [*Welden?*] with the utmost possible dispatch, the captain of which vessel will sail on such a course as you may direct and who will be in all respects subject to your orders, to search for the privateer bark *Tacony*. When last seen [she] was in latitude $37^{\circ} 18'$ N., longitude $75^{\circ} 4'$ W., 40 miles from Cape Charles. Proceed outside the Nantucket Shoals along the coast to Cape Hatteras, and cruise inside the stream [Gulf Stream] between Cape Hatteras and Cape Charles.

Should you fall in with the privateer you will capture and bring her to this or the most convenient port in the United States. You will speak all vessels that you may meet and take advantage of any reliable information you receive from them that may lead to the capture of the *Tacony*. You will cruise fourteen days on the grounds indicated, after which you will return to this port and deliver all your men on board the receiving ship *Ohio*.

Previous to your sailing, call at the different offices and sign receipts for the articles of ordnance stores, provisions, and nautical instruments furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign JAMES S. BUTMAN, U. S. Navy,
Boston, Mass.

Instructions of the commandant navy yard, New York, to the commanding officers of the steamers *Blackstone*, *Cumbria*, and *United States*, relative to the search for the C. S. bark *Tacony*.

NEW YORK NAVY YARD, *June 16, 1863.*

SIR: Do not proceed further east than longitude 62° on the 23d instant, if it shall be convenient to pass the latitude 42° N. and longitude 62° W. Do not delay at the point indicated. The other steamers that go to the eastward will have this direction, so that you may meet and communicate; thence return to the harbor of New York.

Respectfully, yours,

H. PAULDING,
Commandant.

Commander A. S. BALDWIN,
Commanding Chartered Steamer Blackstone.

(Same to Lieutenant-Commander S. L. Bréese, commanding *Cumbria*;
Lieutenant-Commander R. W. Meade, commanding *United States*.)

Instructions of the commandant navy yard, New York, to Commodore Ringgold, U. S. Navy, commanding U. S. S. *Sabine*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 16, 1863.*

SIR: Proceed to sea with the frigate *Sabine*, under your command, and cruise for the pirate *Tacony*.

I would suggest that you cross the Gulf Stream in the direction of Bermuda, and traverse the track of our homeward-bound vessels from the eastward and South Atlantic. I design to send a number of vessels to the eastward and along the coast to the westward. The school-ship *Marion* will cruise between Sandy Hook and Gulf Stream, and perhaps beyond it. In this, as with yourself, the information you may obtain and your own judgment must be your guide. I deem it necessary that careful examination should be made of all vessels fallen in with. The crew of the *Tacony* are said to have no other arms than small arms. The bark was in ballast when captured by the *Clarence*. The crew were transferred to the *Tacony* and the *Clarence* burned. If a better vessel is captured by the pirates they may again transfer themselves.

I enclose extracts from two telegrams from the Department.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Commodore O. RINGGOLD,
Commanding U. S. Frigate Sabine, New York.

Instructions of the commandant navy yard, New York, to Acting Master Cressy, U. S. Navy, commanding chartered steamer *Curlew*, relative to cruise in search of C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 16, 1863.*

SIR: Proceed to sea in the chartered steamer *Curlew*, under your command, and cruise for the pirate *Tacony*.

You will traverse the sea inside the Gulf Stream to the westward 200 miles from Sandy Hook, thence traverse inside your line of cruising and proceed to the eastward, sighting Montauk and the adjacent coast. Continue to cruise to the eastward, traversing from the Gulf Stream to a convenient distance from the shore, examining carefully all vessels that you may fall in with, and obtain what information you can of the pirate

Tacony or any other vessels that have preyed upon our commerce. Return to New York in ten or twelve days. Vary your cruise according to the information you may receive and your own judgment.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Acting Master W. K. CRESSY,
Commanding U. S. Chartered Steamer *Curllew*.

[Telegram.]

BROOKLYN, *June 16, 1863.*

(Received at Washington 3:45 p. m.)

Dispatch received. Admiral Foote will go in the *Union* on 18th; he is not very well; have not seen him to-day. The *Marion* has sailed; *America* about leaving; *Sabine* goes this afternoon. Steamers *United States* and *Curllew* leave at 6 p. m.; the *Blackstone* and *Cumbria* a little later. Sail vessels could not be prepared in time.

H. PAULDING,
[Commandant.]

Hon. GIDEON WELLES,
Secretary Navy.

Instructions of the commandant navy yard, Boston, to Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. *Montgomery*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will proceed to sea with the U. S. S. *Montgomery*, under your command, with the utmost possible dispatch, to search for the privateer bark *Tacony*, which, when last seen, was in latitude 37° 18' N., longitude 75° 4' W. You will cruise off Nantucket Shoals, your line of observation to extend from Little Georges Shoals to Block Island.

Should you fall in with the *Tacony*, you will capture and bring her to this or to the most convenient port in the United States. You will speak all vessels you meet, and take advantage of any reliable information you receive from them that may lead to the capture of the privateer. After cruising as long as the quantity of coal you have on board will admit of, not exceeding fourteen days, you will return to this port.

Previous to sailing, call at the different offices and sign receipts for your stores, etc.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Volunteer Lieutenant E. H. FAUCON,
Commanding U. S. S. *Montgomery*, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Ensign Strong, U. S. Navy, ordered to command U. S. S. *Cherokee*, in the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You are hereby appointed temporarily to the command of the steamer *Cherokee*, with which vessel you will proceed to sea, using the utmost possible dispatch to search for the privateer bark *Tacony*, which, when last seen, was in latitude 37° 18' N., longitude 75° 4' W.

From the shoals of Nantucket you will cruise within 60 miles on either side of a line drawn due S. W. by S. from Cape Cod in the direction of Cape Hatteras, approaching to within 80 miles of the cape, with the view of intercepting the *Tacony* on her passage to Halifax, should she attempt to make that port. Should you fall in with her, you will capture and bring her to this or the most convenient port in the United States. You will speak all vessels you meet, and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. You will cruise fourteen days on the ground indicated, after which you will return to this port.

Previous to sailing you will call at the different offices and sign receipts for the articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign F. W. STRONG,
U. S. S. Cambridge, Navy Yard, Boston.

P. S.—Be careful to reach port before the entire consumption of your coal.

Order of the commandant of the navy yard, Boston, to the Navy agent, Boston, Mass., to charter six sailing vessels for the search of C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will charter six moderate-sized, fast sailing vessels, to cruise in search of the privateer *Tacony*. They will be required for about two weeks' cruising at sea.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

E. L. NORTON, Esq.,
Navy Agent, Boston.

Order of the commandant navy yard, Boston, to Lieutenant-Commander West, U. S. Navy, to furnish arms and ammunition for six chartered vessels for the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will supply the six vessels chartered to cruise after the privateer *Tacony* with 2 howitzers each, muskets, small arms, etc., with ammunition for 25 men. You will also furnish the *Oherokee* 2 howitzers and small arms, with ammunition for 50 men.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Lieutenant-Commander W. C. WEST,
Assistant Inspector of Ordnance, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Ensign Chase, U. S. Navy, ordered to command schooner *Ameo* [*Amy?*] in the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will proceed to sea with the schooner *Ameo* [*Amy?*] with the utmost possible dispatch, the captain of which vessel will sail on

such a course as you may direct, and who will be in all respects subject to your orders, to search for the privateer bark *Tacony*. When last seen [she] was in latitude $37^{\circ} 18' N.$, longitude $75^{\circ} 4' W.$ After clearing the shoals, proceed on a direct course, avoiding the current of the stream [Gulf Stream], to Cape Henry, and cruise between that point on the coast and the capes of Delaware.

Should you fall in with the *Tacony*, you will capture and bring her to this or the most convenient port of the United States. You will speak all vessels you meet and take advantage of any information you receive from them that may lead to the capture of the privateer. You will cruise fourteen days over the ground indicated, after which time you will return to this port and deliver the men on board the receiving ship *Ohio*.

Previous to sailing, call at the different offices and sign receipts.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign WHITMAN CHASE, U. S. Navy,
Boston, Mass.

Instructions of the commandant navy yard, Boston, to Acting Ensign Peakes, U. S. Navy, ordered to command chartered schooner *Sarah Burton* in the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will proceed to sea with the schooner *Sarah Burton*, with the utmost possible dispatch, the captain of which vessel will sail on such a course as you may direct, and be in all respects subject to your orders, to search for the privateer bark *Tacony*, which, when last seen, was in latitude $37^{\circ} 18' N.$, longitude $75^{\circ} 4' W.$, 40 miles from Cape Charles. You will run as far to the eastward as the longitude of Halifax, and cruise between that point and Cape Sable, keeping within 60 or 70 miles of the coast.

Should you fall in with the privateer, you will capture her and bring her to this or the most convenient port in the United States. You will speak all vessels that you may meet and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. You will cruise fourteen days on the grounds indicated, after which you will return to this port and deliver your men on board the receiving ship *Ohio*.

Previous to your sailing you will call at the different offices and sign receipts for the articles of ordnance stores, provisions, and nautical instruments furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign THOMAS M. PEAKES, U. S. Navy,
Commanding *Sarah Burton*, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Ensign Mead, U. S. Navy, commanding bark *Young Turk*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will proceed to sea with the bark *Young Turk*, using the utmost possible dispatch, to search for the privateer bark *Tacony*,

which, when last seen, was in latitude $37^{\circ} 18' N.$, longitude $75^{\circ} 4' W.$, 40 miles from Cape Charles. The captain of the *Young Turk* will sail on such a course as you may direct, and be in all respects subject to your orders. You will run to the thirty-seventh degree N. latitude, longitude $67^{\circ} W.$, and thence in a direct course for Halifax to latitude 42° , longitude 65° , and cruise in that vicinity during the time allotted to you.

Should you fall in with the privateer, you will capture her and bring her to this port, or the most convenient port in the United States. You will speak all vessels that you may meet and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. You will cruise fourteen days on the grounds indicated, after which you will return to this port and deliver your men on board the receiving ship *Ohio*.

Previous to your sailing you will call at the different offices and sign receipts for the articles of ordnance stores, provisions, and nautical instruments furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign SAMUEL H. MEAD,
Commanding Bark *Young Turk*, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Ensign Bunting, U. S. Navy, ordered to command chartered schooner *Herbert Manter* in the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will proceed to sea with the schooner *Herbert Manter*, using the utmost possible dispatch, to search for the bark *Tacony*, which, when last seen, was in latitude $37^{\circ} 18' N.$, longitude $75^{\circ} 04' W.$, 40 miles from Cape Charles. The captain of the *Herbert Manter* will sail on such a course as you may direct, and be in all respects subject to your orders. You will proceed outside the Nantucket Shoals, along the coast to Cape Hatteras, and cruise inside the stream [Gulf Stream] between Cape Hatteras and Cape Charles.

Should you fall in with the privateer, you will capture her and bring her to this or the most convenient port in the United States. You will speak all vessels that you may meet, and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. You will cruise fourteen days on the grounds indicated, after which you will return to this port and deliver your men on board the receiving ship *Ohio*.

Previous to your sailing you will call at the different offices and sign receipts for the articles of ordnance stores, provisions, and nautical instruments furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign J. H. BUNTING,
Commanding *Herbert Manter*, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Ensign Small, U. S. Navy, ordered to command chartered bark *Trinity* in the search for the C. S. bark *Tacony*.

NAVY YARD, BOSTON, *June 16, 1863.*

SIR: You will proceed to sea with the bark *Trinity*, using the utmost possible dispatch, to search for the privateer bark *Tacony*, which, when last seen, was in latitude 37° 18' N., longitude 75° 4' W. The captain of the *Trinity* will be in all respects subject to your orders. You will cruise between Cape Sable and Cape Cod, passing alternately outside and inside of St. Georges [Georges] Shoals, not longer than fourteen days, and should you fall in with the *Tacony* you will capture and bring her to this, or the most convenient port in the United States.

You will speak all vessels you meet and take advantage of any information you receive from them that may lead to the capture of the privateer. After cruising as above indicated you will return to this port and deliver your men on board the receiving ship *Ohio*.

Previous to sailing, call at the different offices and sign receipts for the articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Ensign A. SMALL, U. S. Navy,
Boston, Mass.

— — —
[Telegram.]

CHARLESTOWN [MASS.], *June 16, 1863—7:10 p. m.*
(Received at Washington 8:01 p. m.)

Five of the chartered vessels have sailed in pursuit of the *Tacony*; the remaining one, with the steamer *Montgomery*, will leave some time during the night; the *Cherokee* as soon as ready to-morrow.

J. B. MONTGOMERY,
Commandant.

HON. GIDEON WELLES,
Secretary Navy.

— — —
[Telegram.]

CHARLESTOWN, MASS., *June 17, 1863—11:20 a. m.*
(Received at Washington 11:45 a. m.)

U. S. S. *Montgomery* and chartered bark *Trinity* have sailed in search of the *Tacony*.

J. B. MONTGOMERY,
Commandant.

HON. GIDEON WELLES.

Instructions of the commandant navy yard, New York, to Lieutenant-Commander Breese, U. S. Navy, commanding chartered steamer *Cumbria*, relative to the search for the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 17, 1863.*

SIR: Proceed with the chartered steamer *Cumbria* and cruise for the pirate bark *Tacony* and all other vessels that may have interrupted our commerce. Shape your course on the inner edge of the Gulf Stream

to the westward for 200 or 300 miles, traversing the sea inshore; then steer to the southward and around the island of Bermuda, traversing as you may think best, approaching our southern coast within 50 miles as you advance, and when you are to the westward and southward of Bermuda traverse in the way of our commerce from the South Atlantic Ocean. Examine with care the vessels you may meet, and be governed by the information you may obtain, returning to New York in about ten days, unless your information shall render it important for you to keep to sea longer.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant-Commander S. L. BREESE,
Commanding Chartered Steamer *Cumbria*, New York.

Letter from Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, enclosing the report of Acting Master Gregory, U. S. Navy, commanding U. S. S. *Western World*, of a cruise in search of the C. S. bark *Tacony*.

U. S. FLAGSHIP MINNESOTA,
Off *Newport News*, Va., June 18, 1863.

SIR: I forward herewith the report, dated June 17, of the cruise of the U. S. S. *Western World* to the northward of Cape Charles in search of the rebel privateers.

A tabular statement of the vessels spoken and boarded by the *Western World* during her cruise is also enclosed, and includes the following:

Schooner *Leroy* (boarded June 14, 6 miles S. E. of Cape Henry, from New York for Baltimore) reported speaking schooner *Kate Stewart*, for Philadelphia, who reported being boarded by C. S. S. *Florida* on the a. m. of the 13th, and put on board 4 captured crews in latitude 37° 20' N., longitude 74° 45' W., and burned 2 vessels.

The *Florida* bore from the *Leroy* S. S. E. 22 miles at 2 p. m., 13th instant; painted, light-colored hull, bright mastheads, and full brig rigged, Captain Maffitt commanding.

The *Western World* arrived here yesterday morning, having carried away her rudderhead. Her commanding officer reports her as unfit for outside sea service.

I have sent her to the Gosport [Norfolk] navy yard for repairs.

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

S. P. LEE,

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

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

[Enclosure.]

U. S. S. WESTERN WORLD,
Newport News, Va., June 17, 1863.

SIR: I have the honor to report that on Saturday, the 13th, at 11 o'clock, I proceeded to sea, according to your instructions, to cruise to the northward of Cape Charles. On Tuesday, at noon, while in latitude 38° 28' N., and longitude 149° 28' W., a cross sea running at the time, the vessel laboring and rolling deep, carried away the rudderhead. After considerable exertion we succeeded in getting the vessel head to the sea and rigged a temporary purchase for steering, and proceeded to *Newport News*.

Accompanying this report is a tabular statement of vessels spoken during the cruise, but in consequence of the roughness of the sea there were some vessels that we could not speak, as it was unsafe to run in the trough of the sea, as she rolled so deep that she was liable to lift her guards.

The *Western World* is, in my judgment, unfit for outside sea service.
Very respectfully, your obedient servant,

SAMUEL B. GREGORY,
Acting Master, Commanding.

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

Report of Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. *Adela*, of cruise in search of the C. S. bark *Tacony*.

U. S. S. *ADELA*,
Hampton Roads, Thursday, June 18, 1863.

SIR: I have the honor to report the arrival of this vessel at this port for the purpose of coaling. I left the navy yard, New York, at 8 p. m., June 13, for Key West, in obedience to orders received from the Department. At 2:45 a. m. of the 14th received orders from Rear-Admiral Paulding to proceed to sea without delay and cruise for the privateer *Clarence* [*Tacony*]. I have cruised as far south as Ocracoke Inlet, and eastward as far as the Gulf, overhauling and boarding all vessels seen. I take pleasure in reporting that this vessel, with 25 pounds steam, made 14 knots per hour, in a moderately heavy sea, and has proved to be a fine sea boat, carrying her battery perfectly dry. I shall be ready for sea to-morrow evening. I request to know whether I shall carry out my original orders and proceed to Key West.

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

LOUIS N. STODDER,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *June 18, 1863.*

The last heard of the *Tacony* was east of Indian River Inlet, south of the Delaware, 50 miles distant, on Sunday morning last. They may shift from vessel to vessel, requiring very careful scrutiny to detect them. Proceed to sea as early as practicable, and use your coal very carefully. You should not run 14 knots except for an object.

GIDEON WELLES,
[*Secretary of the Navy.*]

Lieutenant STODDER,
Commanding U. S. S. Adela, Hampton Roads.

[Telegram.]

NEWPORT NEWS, *June 19, 1863.*

(Received at Washington 2:25 p. m.)

Commodore Jones returned from cruise. No news. Reported unfit for duty outside except in fair weather.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding chartered steamer *United States*, of the capture by that vessel, while searching for the C. S. bark *Tacony*, of the brig *Isabella Thompson*.

U. S. S. UNITED STATES,
At Sea, Lat. 41° N., Long. 67° 10' W., June 19, 1863.

SIR: I have the honor to report that in the above latitude and longitude I fell in with and captured the brig *Isabella Thompson*, loaded with turpentine and cotton, showing English colors, and said to be from Nassau, bound to Halifax. Having reason to believe, from the suspicious manner in which the brig acted in carrying all sail and not heaving to when sighted by us, although fired at, as well as certain letters found among the papers implicating Messrs. Dollner, Potter & Co., of New York, in blockade running, I have taken possession of the vessel and placed her in charge of Acting Ensign H. F. Moffat, with orders to proceed to New York and deliver the vessel to the prize marshal. You will see by the crew list that the vessel cleared from Halifax for a port or ports in the West Indies, from thence to a port in the United States, and so back to Halifax. My belief is that she has run the blockade at Wilmington, N. C., and that perhaps she has touched at Nassau. In consequence of the two important letters referred to, I have deemed it my duty to send the vessel in to New York and have ordered Mr. Moffat to report with papers to you before turning over vessel and cargo to the marshal. I have retained the captain and crew until my return to New York, which will probably be in ten days. I have, since leaving New York, boarded and overhauled thirteen vessels, but have as yet seen nothing of the rebel privateers. Officers and crew all well.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,
Lieutenant-Commander, U. S. Navy.

Admiral H. PAULDING,
Commandant U. S. Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *June 19, 1863.*

The report of the *Leroy* must be incorrect or misunderstood. The *Kate Stewart* was boarded by a tender of the *Florida*, June 12, at 10 a. m., latitude 37° 10', longitude 75° 5', and ransomed for \$7,000. The crews of the vessels burned were put on board of her and she arrived at Philadelphia and was sent after the pirate (*Tacony*) which committed the outrages.

Make further enquiry and inform the Department. The *Leroy* reports having seen the *Florida*, and describes her.

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, to the Secretary of the Navy, transmitting a further report from Acting Master Gregory, U. S. Navy, commanding U. S. S. *Western World*, regarding news of C. S. S. *Florida*.

U. S. FLAGSHIP MINNESOTA,
Off *Newport News, Va.*, June 20, 1863.

SIR: On receipt of the Department's telegraphic dispatches of yesterday, received last evening, I required from Acting Master Gregory, commanding U. S. S. *Western World*, a further statement in explanation of the report regarding the *Leroy* and the information obtained from that vessel respecting the *Kate Stewart*, boarded by the privateer *Florida*. The enclosed is his reply, of this date.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. WESTERN WORLD,
Norfolk Navy Yard, Va., June 20, 1863.

SIR: I have the honor to acknowledge the receipt of yours of the 19th ultimo, enclosing telegraphic dispatch from Washington requesting further information regarding the schooner *Leroy*, which spoke the *Kate Stewart* after she had been boarded by the rebel privateer *Florida*. We spoke the *Leroy* on Sunday morning, the 14th, at 9 o'clock a. m., 10 miles E. N. E. from Cape Henry. I sent John Ross, my executive officer, on board, and the captain made the following statement:

At 2 o'clock p. m., on the 12th instant, 57° 20' N., 74° 45' W., saw a schooner hoist her ensign. Bore away and ran alongside, when she proved to be the schooner *Kate Stewart*, of Philadelphia, the master of which reported to me having been boarded by the rebel steamer *Florida* the same morning, and put on board the *Kate Stewart* several crews of captured vessels—two crews belonged to vessels burned that morning—and that the *Florida* bore from them then S. S. E., distant about 22 miles; hull painted lead color, bright masthead (brig rig), and commanded by Captain Maffitt. I enquired how the captain of the *Kate Stewart* knew him to be Captain Maffitt. His reply was that he knew him personally previous to the war.

The *Leroy* hails from Baltimore, Md., and the captain stated that he was bound there, where further information may be obtained.

Respectfully, your obedient servant,

SAMUEL B. GREGORY,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron,

Newport News, Va.

Report of Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. *Dai Ching*, of the cruise of that vessel in searching for the C. S. bark *Tacony*.

U. S. S. DAI CHING,
Hampton Roads, June 20, 1863.

SIR: I have the honor to report that I left New York Sunday, June 14, in obedience to an order from Admiral Paulding to cruise for the

privateer *Tacony*. During that time I cruised between the latitude 30° 20' N. and 37° N., and east to the meridian of 74°. I boarded no vessels, being unable, from the slowness of this vessel, to overhaul them under the most favorable circumstances. She only went 5½ knots, and in a seaway from 2½ to 4. I think if the vessel could be brought down by the stern so as to submerge the propeller she might go 9 knots in smooth water, but I am not able to do it with the means I have on board. As a cruiser she is of little service, as you will see by the report of the senior engineer. The U. S. steamers *Adela*, *Sumpter*, *Commodore Jones*, and *America* spoke this vessel.

Having but one day's coal left, I put in here for supply.

Very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, June 20, 1863.

Let the *Ethan Allen* cruise for a fortnight after the *Tacony*.

GIDEON WELLES,
Secretary of the Navy.

Commander JNO. B. MONTGOMERY,
Commandant Navy Yard, Boston.

Instructions of the Secretary of the Navy to the commandant navy yard, Philadelphia, relative to U. S. S. *Shenandoah*.

NAVY DEPARTMENT, June 20, 1863.

SIR: Your No. 278 has been received. Instead of returning to Philadelphia, direct the *Shenandoah* to make her trial trip to Boston, where she will fill up her complement and wait orders. On the way, which need not be direct, let her look out for the *Tacony*, bearing in mind that the pirates may have shifted to some other vessel.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of the commandant, navy yard, New York, to the Secretary of the Navy of the return of the U. S. S. *Marion*.

NAVY YARD, NEW YORK, June 21, 1863.

SIR: I have to report the arrival of the U. S. school-ship *Marion* at this station last evening from a cruise. As yet I have received no written report from her commander.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

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

Report of Commander Rolando, U. S. Navy, commanding U. S. S. *Seminole*, of the cruise of that vessel in search of the C. S. bark *Tacony*.

U. S. S. SEMINOLE,
Navy Yard, Philadelphia, June 21, 1863.

SIR: I have the honor to inform the Department that on the morning of the 14th, in obedience to an order of Rear-Admiral Paulding to cruise for a piratical vessel reported to have captured three American vessels off the capes of Virginia, I proceeded to sea from Sandy Hook in search of the *Clarence*, the reported vessel.

I deemed it best and prudent to make such a track as would insure my falling in with the *Clarence* and at the same time protect our inward-bound vessels.

I selected as the best course the inner edge of the Gulf Stream, until I should strike to the southward of the capes of Delaware, and then to run for the place where the *Clarence* was last seen; from that point to cruise off to the southward and eastward in search of the reported pirate. I did not think, from the prevailing winds, that the *Clarence* could have made any way, up to that time, to the northward, but would keep off to the Gulf Stream and cut off our vessels bound in toward the coast.

With these views of the probable course of the *Clarence* and her locality, I cruised on the inner edge of the Gulf Stream, running to the southward and entering in well off the capes of Virginia. I then cruised to the southward and eastward as far as latitude 35° 30' N., longitude 72° W.

During my cruise I communicated with every suspicious vessel answering the description of the *Clarence*, and passed many vessels, but could neither find the *Clarence* nor hear any tidings of her.

I then proceeded to make a northern track, and cruised back, keeping on the inner edge of the Gulf Stream. On the 20th, my coal being exhausted off the capes of Delaware, I have come to this place as the best and most convenient depot to obtain the necessary coal for this ship. I would report to the Department that not once during my cruise did I have less than 14 inches of water in the ship, nor with the donkey pumps, three in number, working continually, could the quantity be decreased, and it was only by using the main pumps of the ship that I could get below that number of inches.

By stopping the pumps I find that the ship has a leak of from 5 to 6 inches per hour; from the armory being wet and much water in the spirit room and paymaster's slop room, and its pouring in through the sides to the bunkers, the steam escaping from the ship at her surface cocks, I must infer that the leaks are in the upper works of the ship and that they will require calking. I request, therefore, that I may be allowed to calk the *Seminole* before going to sea again.

I would inform the Department that the *Seminole* has a speed of 11 knots per hour, with 60 revolutions, and can be driven faster should an emergency require it. In all respects I am pleased with the vessel, and particularly with her steadiness, as most vessels of her class roll so as to interfere with fighting their pivot guns.

Very respectfully, your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

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

[Telegram.]

U. S. FLAGSHIP MINNESOTA, *June 22, 1863--5 p. m.*

(Received at Washington 6:45 p. m.)

Tuscarora just arrived. Out eight days. Was off Bermuda. Saw nothing and heard nothing. Wants coal and waits orders.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES.

Report of Commander Parker, U. S. Navy, commanding U. S. S. *Tuscarora*, of the arrival of that vessel at Hampton Roads, Va.

U. S. STEAM SLOOP *TUSCARORA*,
Hampton Roads, Va., June 22, 1863.

SIR: I have the honor to report the arrival of the *Tuscarora* at this place to-day at 4 o'clock p. m.

During the past week this vessel has been employed in cruising between our coasts and the islands of Bermuda after piratical vessels, but none have been seen. I shall proceed to sea again so soon as I can take in the necessary supply of coal.

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

WM. A. PARKER,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, New York, of the return of chartered steamer *Cumbria*, Lieutenant-Commander Breese, U. S. Navy, transmitting reports in regard to cruise.

NAVY YARD, NEW YORK, *June 22, 1863.*

SIR: I have to report the arrival of the U. S. chartered steamer *Cumbria*, Lieutenant-Commander S. L. Breese. I enclose herewith a report of the chief engineer of the vessel, relative to an accident to the machinery which caused her return; also copies of communications relative to the capture of the English schooner *Glen* and the arrest of a deserter from the U. S. bark *Gemsbok*.

Very respectfully, your obedient servant,

WM. RADFORD,

For Commandant.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

U. S. CHARTERED STEAMER *CUMBRIA*,*At Sea, Lat. 35° 48' N., Long. 73° 47' W., June 20, 1863.*

SIR: I hereby certify that one of the journals of the main shaft is broken, and the shaft is settling so bad that it causes the other journals to heat so bad a continual stream of water has to be kept playing on them all the time.

I think the engine will not be able to hold out over three days, and I would recommend you to proceed back to New York under a slow head of steam, as the engine is not safe.

Very respectfully, your obedient servant,

WM. H. JOHNSON,

Chief Engineer, of Steamer Cumbria.

Lieutenant-Commander BREESE, U. S. Navy,

Commanding Steamer Cumbria.

U. S. CHARTERED STEAMER CUMBRIA,
At Sea, Lat. 35° N., Long. 73° 47' W., June 20, 1863.

SIR: I send in charge of Acting Ensign William Mero and five of my crew the English schooner *Glen*. The reason why I arrest this schooner is she cleared for Nassau, New Providence, and her captain says he is bound to New York.

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

S. LIVINGSTON BREESE,
Lieutenant Commander, U. S. Navy, Comdg. Steamer Cumbria.

Rear-Admiral H. PAULDING,
Commanding New York Naval Station, New York.

U. S. CHARTERED STEAMER CUMBRIA,
At Sea, Lat. 37° 42' N., Long. 74°, 50' W., June 19, 1863.

SIR: I have the honor to inform you that when boarding the brig *West*, from St. Thomas, [West Indies], bound to Philadelphia, I took from her A. B. Noles, ordinary seaman, a deserter from the U. S. bark *Gemsbok*. I would respectfully recommend him to mercy, as his conduct on board my ship has been good.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant-Commander, U. S. Navy, Comdg. Steamer Cumbria.

Rear-Admiral H. PAULDING,
Commanding New York Naval Station, New York.

Report of Lieutenant-Commander Matthews, U. S. Navy, commanding U. S. S. *Marion*, of the cruise of that vessel in searching for the C. S. bark *Tacony*.

U. S. PRACTICE SHIP MARION,
New York, June 22, 1863.

SIR: On the 16th I proceeded to sea with the U. S. practice ship *Marion*, in obedience to your order of the 15th, to cruise in search of the pirate *Tacony*.

Being towed clear of Sandy Hook, I stood to the southward and eastward, examining all the vessels we could get near enough to. On the evening of the 17th, being in the edge of the Gulf Stream, in latitude 39° 40' N., longitude 71° W., we experienced a series of heavy squalls from various directions, accompanied with rain and lightning. Being obliged by the squalls to put the ship's head to sea, which was considerable at the time, she pitched a great deal, and, as I learned the next day, started the bolts of the cap bobstay and cracked the shackle (in cutwater) of the outer one. About 6 p. m. were struck three times by lightning. The last stroke brought about half of the main conductor on deck. Having experienced enough Gulf Stream weather in a condemned ship, and with nearly all the midshipmen and acting lieutenants (midshipmen of first class) seasick, I concluded to stand to the westward in hopes of finding better weather, but during the 18th the weather not improving and on the 19th getting the wind fresh from E. S. E. with every prospect of easterly weather, and the ship not being in a fit condition for beating in a seaway, I wore ship and ran inside Sandy Hook, where I anchored. During the cruise we have neither

seen nor heard of anything piratical. I have but one line officer besides myself, Lieutenant Marvin. The midshipmen of the first class doing the duty of lieutenants have as yet had only three months' experience at sea, and never before in charge of the deck. The ship is in no way prepared to meet heavy weather.

I am, very respectfully, your obedient servant,

E. ORVILLE MATTHEWS,
Lieutenant-Commander, Commanding.

Rear-Admiral H. PAULDING,
Commanding Navy Yard, Brooklyn, N. Y.

Order of the commandant navy yard, Philadelphia, to Captain Ridgely, U. S. Navy, commanding U. S. S. *Shenandoah*, to proceed on trial trip to Boston, keeping a lookout for the C. S. bark *Tacony*.

NAVY YARD, PHILADELPHIA, *June 22, 1863.*

SIR: After taking on board your ammunition from the magazine, you will proceed to sea upon the trial trip under the instructions heretofore given. Your trial trip will terminate at Boston. On your way there you need not go direct, but vary your course, and look out for the *Tacony*, bearing in mind the pirates may have shifted to some other vessel.

You will fill up your complement at Boston and wait orders.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Captain DANL. B. RIDGELY,
U. S. S. Shenandoah, Philadelphia.

Instructions of the commandant navy yard, Boston, to Acting Master Pennell, U. S. Navy, commanding U. S. bark *Ethan Allen*, relative to cruise in search of the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 22, 1863.*

SIR: You will proceed to sea with the U. S. bark *Ethan Allen*, under your command, using the utmost possible dispatch, to search for the privateer bark *Tacony*, which, when last seen, was in latitude $37^{\circ} 18' N.$, longitude $75^{\circ} 4' W.$

You will proceed between the lines of latitude $40^{\circ} N.$, longitude $63^{\circ} 30' W.$, and the coasts of Nova Scotia and the United States. Should you fall in with the privateer, you will capture her and bring her to this or the most convenient port in the United States.

You will speak all vessels you meet, and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. You will cruise fourteen days over the grounds indicated, after which you will return to this port and report to me.

Previous to sailing you will call at the different offices and sign receipts for articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Master I. A. PENNELL,
Commanding U. S. Bark Ethan Allen, Navy Yard, Boston.

Letter from Messrs. Nesmith & Sons to the Secretary of the Navy suggesting measures of protection to American commerce in view of depredations by the C. S. bark *Tacony* and others.

NEW YORK, *June 22, 1863.*

SIR: We have a report that on Saturday morning the fine packet ship *Isaac Webb* was captured by the pirate *Tacony*, and, having passengers on board, was put under bonds for \$40,000.

This pirate being so close at hand, it would seem as if our naval vessels could rid us of this one, at least, particularly as he is reported to carry only two wooden guns and one brass; but what do we see? Why, we see the vessels that were sent away only a few days—we might say hours—agoreturning, not having accomplished anything. One of them reports having been forty hours on a cruise for privateers, and, losing his bobstay, returned. If the Government were to put a price (sufficient to create competition) on these pirates and grant commissions to individuals for their capture and destruction, would it not answer a better purpose than anything that has yet been done? As matters stand now, our glorious flag is gradually disappearing from the ocean, either by destruction or the large war insurance, obliging the sale of our ships to foreigners.

Yours, very truly and respectfully,

NESMITH & SONS.

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

Letter from Hon. E. D. Morgan to the Secretary of the Navy regarding the defense of New York Harbor.

54 AND 56 EXCHANGE PLACE,
New York, June 22, 1863.

SIR: If the *Roanoke* is not going to sea immediately, I greatly desire that Admiral Paulding may be directed by the Navy Department without delay to place her in a position to defend this harbor from attack by a hostile ship or steamer. I shall go to the navy yard to get information as to the condition of iron vessels there that can be used in case of emergency.

Yours, very truly,

E. D. MORGAN.

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

[Telegram.]

NAVY DEPARTMENT, *June 23, 1863.*

Send the *Tuscarora* out again with orders to enter port of Boston.

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral S. P. LEE,
*Commanding North Atlantic Blockading Squadron,
Old Point Comfort, Va.*

[Telegram.]

NAVY DEPARTMENT, *June 23, 1863.*

The following information should be given any vessel leaving the Roads in continuation of their cruise for pirates:

Ship *Isaac Webb* captured the 20th instant, in latitude $40^{\circ} 35' N.$, longitude $68^{\circ} 45' W.$, by bark *Tacony*. The same pirate captured the brig *Umpire* the 14th instant, in latitude $37^{\circ} 37' N.$, longitude $69^{\circ} 57' W.$

GIDEON WELLES,
Secretary.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of the commanding officer of U. S. S. Commodore Jones regarding C. S. brig *Clarence*.

U. S. FLAGSHIP MINNESOTA,
Off' Newport News, Va., June 23, 1863.

SIR: I enclose herewith the original boarding report of the U. S. S. *Commodore Jones*, cruising from 14th to 18th instant, inclusive, between the capes of Virginia; also a report of her commanding officer, dated June 19, received this morning, embracing two descriptions of the *Clarence*, or *Coquette*, one derived from Captain West, of the schooner *Lady of the Lake*, and the other from Wm. Crooks; of the schooner *Kingfisher*, the latter expressing it as his firm conviction that she was still owned by J. Crosbie, fruit dealer in Baltimore, for whom she was built, and that she sailed by agreement to meet the *Florida*.

The report includes also a statement of the qualities of the *Commodore Jones* (ferryboat) as a sea boat.

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

S. P. LEE,

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

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

[Enclosure.]

U. S. S. COMMODORE JONES,
Navy Yard, Norfolk, June 19, 1863.

SIR: I enclose you the weekly return of vessels boarded and spoken by this vessel in our five days' cruise off the capes of Virginia. I also give a description of the schooner [brig] *Clarence*, as given by Captain West, of the schooner *Lady of the Lake*. He says he was master of the *Clarence* two months since. She is hermaphrodite, brig rigged, with very short bowsprit, no royal, carries nothing above main topmast staysail. End of main boom just even with the taffrail. Vessel very straight, hardly any sheer, half elliptical stern. She was built for an English gunboat and did have a white streak around her. The forward house is forward of the foremast; after house is just above the rail with an iron railing around it. He gives her tonnage as 160 tons.

Captain Wm. Crooks, of the schooner *Kingfisher*, says that he knows the *Clarence*, formerly the *Coquette*, and has known her ever since she was built; that she was built for J. Crosbie, fruit dealer in Baltimore, and in his (Captain Crooks's) opinion is still owned by him, and he is firmly convinced that it was his intention to put her into the hands of the *Florida*, and that she sailed by agreement to meet her. According to his account she is 250 tons. The two accounts differ here, but in other points agree.

On our short cruise in this vessel, I, as well as the other officers, was convinced that she is, as at present fitted, not intended for outside service except in smooth weather and with some port to run to. The guards projecting so much outside the sponsons bring her up all a standing in running against the sea, and, with the sea in the quarter, on Tuesday she received some very hard hits which might have started the guards.

Since our arrival at the yard I have carefully examined her outside and under the guards, and can not find that anything has started, except the cracking and splintering of some of the sponson planking forward, and that to a trifling extent. This might have occurred on Sunday, when I forced her against a N. E. swell in running in answer to signal guns from the [U. S. S.] *Sumpter* and appearance of smoke in the direction in which she was steering. Captain Gregory, of the *Western World*, says that it was curious to look at us, bouncing like an india-rubber ball from one sea to another, and throwing the water 50 to 60 yards ahead and on each side of her. In spite of our pitching on Sunday, and rolling and banging on Tuesday, we came out without leaking a drop, and it may be prejudice more than anything else that gave the officers, as well as myself, the opinion that she is unseaworthy. Since my examination of her, in which examination I was assisted by Mr. Hyde, the carpenter of the yard, I have a more favorable opinion of her than I expressed to you yesterday morning, and could her guards be eased by slanting them, or, perhaps better, as suggested by Mr. Hyde, by putting slanting pieces of timber underneath, I should have no hesitation in going to any station in her during the summer months.

The results of the examination of this morning show that the splintering of the sponsons forward was caused by the anchors hitting them while getting them up from under the bows, where we have been carrying them while running inside.

I should like to give her a further trial outside, provided it meets your approval, and I think that she could be of good service off Wilmington by cruising in the inside channel in the nighttime, where Captain Sands told me the blockade runners go in.

I had a fair chance of trying her speed yesterday, in coming from Newport News to Norfolk, which distance was made in fifty-two minutes, and that in coming the longest route by the main ship channel. Six and a half nautical miles of this was made in twenty-eight minutes, without tide. Previously to this, we have made 29½ miles, by patent log, in two hours and a half, and that outside.

I will write you further on Monday and give you the information about repairs, etc. I have not time to finish it now in time for the mail.

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

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

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

Report of the commandant of the navy yard, Philadelphia, of the return of three vessels from the search for the G. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 23, 1863.

SIR: I have the honor to report the return of the three steamers sent out from this place to search for the pirate bark *Tacony*. They have

cruised as directed and have boarded many vessels, but could obtain no information of the vessel they were searching for. I enclose the reports of the officers having charge of the different vessels, reports No. 1, 2, and 3.

I take great pleasure in saying the officers and men employed on this service entered with alacrity and zeal upon the duty [they were] suddenly called upon to perform.

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

C. K. STRIBLING,
Commandant.

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

[Enclosure 1.]

U. S. S. TONAWANDA,
Off Navy Yard, Philadelphia, June 23, 1863.

SIR: In obedience to your instructions of the 15th instant, I proceeded to sea in this vessel, passing the capes of the Delaware at 4:45 a. m. on the morning of the 17th.

I stood along the coast 30 miles, when I made an easterly course to latitude 39° 20' N. and longitude 72° 19' 37" W., and at noon on the 18th, finding myself well in the Gulf Stream, I shaped my course for Cape Hatteras.

At noon on the 20th made Cape Hatteras light-house, distant about 5 miles. I changed my course and stood along the coast until I saw Cape Henry light-house early on the morning of the 21st. After sighting the light-house I stood out to sea until I found myself in the Gulf Stream again, when I stood due north to the latitude of Cape Henlopen; I then stood in for the land, and passed the capes at 1 p. m. yesterday.

During the cruise I have boarded, in all, twelve sailing vessels, spoke three transports, and exchanged signals with three others. From none of these vessels could I gain the least information of the freebooter. During the whole cruise the weather was quite thick, and it was almost impossible to see a vessel at any great distance.

On the 20th instant, at 8 a. m., off Bodie's Island, I was boarded by an officer from the U. S. bark *Young Rover*, on a cruise.

At 8:30 p. m. on the 20th, when 25 miles north of Bodie's Island, I was boarded by an officer from the U. S. S. *Suwanee*, also on a cruise.

On the 22d, when 45 miles east of Cape Henlopen, I was hove to by a shot from the U. S. S. *Monticello*, was spoken by her, sent a pilot on board, and stood in for Cape Henlopen in company.

Believing I have fully carried out your instructions, and regretting that we met with no better success,

I am, very respectfully, your obedient servant,

HENRY O. TALLMAN,
Lieutenant, U. S. Navy.

Commodore C. K. STRIBLING,
Commandant Philadelphia Navy Yard.

[Enclosure 2.]

STEAM TUG AMERICA,
Philadelphia, June 22, 1863.

SIR: I have the honor to submit to you the following report of the cruise of the tug *America*, which sailed from this port June 15, 1863: After leaving the Capes of the Delaware the ship sailed S. S. E. about

30 miles, thence to the eastward as far as $73^{\circ} 10'$ W. longitude, then shaped our course to the southward and westward toward Cape Hatteras, and on our return have steered various courses from N. W. to E. as far east as 74° W. longitude, during which time I have spoken twelve vessels and boarded eight. I have used my utmost endeavors to obtain some information in regard to the freebooter, but have been unable to do so. Thursday, June 18, in latitude $35^{\circ} 51'$ N., longitude $75^{\circ} 4'$ W., spoke the U. S. S. *Young Rover*, on a cruise; Friday, June 19, spoke the U. S. S. *Dai Ghing*, on a cruise, these being the only Government vessels seen during our cruise, and in compliance with your orders I have returned to this port.

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

M. H. JOHNSON,
Acting Master, U. S. Navy.

C. K. STRIBLING,
Commandant Philadelphia Navy Yard.

[Enclosure 3.]

U. S. CHARTERED STEAMER SUWANEE,
Off Philadelphia Navy Yard, June 23, 1863.

SIR: I have carried out your written orders of June 15, with the following results:

Extracts from log.

I have boarded in all nine vessels. I have spoken ten vessels. Of the above number three were vessels of war, viz, U. S. chartered steamer *Tonawanda* (boarded), on Saturday, June 20, latitude $36^{\circ} 5'$, longitude $74^{\circ} 48'$; U. S. bark *Amy*, from Boston five days (spoke), on Sunday, June 21, in latitude $38^{\circ} 55'$, longitude $75^{\circ} 12'$; no news; U. S. yacht *America* (spoke), in latitude $37^{\circ} 55'$, longitude $74^{\circ} 48'$; no news. On Friday, June 19, spoke ship *Margaret Lindsey*, from Calcutta to New York via St. Thomas (British); left in St. Thomas U. S. S. *Vanderbilt*, Admiral Wilkes, and *Alabama* in latitude $37^{\circ} 2'$, longitude $74^{\circ} 57'$; reported off Cape Hatteras, in longitude $75^{\circ} 10'$; was chased by a bark (answering the description of the *Tacony*) for one hour; at 5 p. m. bark hauled on the wind in chase of a schooner to the westward. I have gained no further information in regard to the whereabouts of the *Tacony*.

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

G. W. CORNER,
Acting Ensign, Commanding.

Commodore C. K. STRIBLING,
Commanding Navy Yard, Philadelphia.

Letter from Hon. E. D. Morgan to the Secretary of the Navy, transmitting resolutions passed by the New York Harbor and Frontier Defense Commission.

54 AND 56 EXCHANGE PLACE,
New York, June 23, 1863.

SIR: I enclose copy of the resolutions which were passed by the commissioners of New York Harbor and frontier defense at their meeting on the 19th instant.

I shall be pleased to receive in behalf of the commissioners such information only as you can consistently give me, the object of the

commissioners being the same as that of the Navy Department—to be in a condition to ward off any unexpected attack that may be made upon the harbor of New York.

We have thought it not impossible that some of the Government ironclads might be spared for defending the harbor of New York. Our people are uneasy at the boldness of the pirates, and they will not rest, much longer without efforts for more adequate protection for this harbor.

On the 22d instant I wrote you in relation to the frigate *Roanoke*, and hope to hear that she can now be spared for the defense of the port of New York.

I have the honor to be, with great respect, your obedient servant,
E. D. MORGAN.

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

[Enclosure.]

Copy of resolutions passed at a meeting of the New York Harbor and Frontier Defense Commission, June 19, 1863.

1. *Resolved*, That Hon. E. D. Morgan be authorized to communicate with the authorities at Washington and request that a competent United States engineer officer may be placed upon duty at New York, with whom the commission may consult as to the best mode of defense of the harbor, and to whom the different plans now before the commission can be referred, and also that Senator Morgan obtain from the Navy Department full information as to the number and character of the vessels now in existence and being constructed for naval attack and defense, how soon they will be ready for service, at what places such vessels are being built, and whether any of them would be available for the defense of New York in case of emergency. Senator Morgan is also requested to communicate with the Ordnance Department of the United States, with a view of ascertaining what effective guns are and can be placed in the fortifications about New York.

2. *Resolved*, That in case of any unexpected attack upon the harbor of New York, Senator Morgan is hereby fully authorized, to the extent of the means within the control of this commission, to take such measures as he shall deem necessary in the defense of the harbor.

STATE OF NEW YORK,
OFFICE OF THE ENGINEER IN CHIEF,
Albany, June 20, 1863.

I certify that the within is a true copy.

J. VANDERPOEL,
Engineer in Chief, Secretary to Commission.

Letter from the Secretary of the Navy to Hon. E. D. Morgan, in response to a request for United States vessels for the protection of New York Harbor.

NAVY DEPARTMENT, *June 26, 1863.*

SIR: I have received your letter of the 22d instant, relative to the *Roanoke*, also your letter of the 23d instant, enclosing a copy of a resolution passed by the commissioners of New York Harbor and frontier defense at their meeting on the 19th instant.

In reply, I would state that there are no ironclads at present available for service in New York Harbor. All now in condition for active operations are needed on our blockading stations, which are threatened from both without and within. The *Roanoke* is under orders to Hampton Roads, where her presence is deemed of importance.

I have the honor to be, very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Hon. E. D. MORGAN,
New York.

[Telegram.]

CHARLESTOWN, MASS., *June 23, 1863—10:10 a. m.*
(Received at Washington 11:50 a. m.)

Bark *Ethan Allen* sailed yesterday on a fortnight's cruise after the *Tacony*.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

Letter from Hon. A. A. Low, president New York Chamber of Commerce, to the Secretary of the Navy, regarding measures of protection for American merchant vessels.

CHAMBER OF COMMERCE OF THE STATE OF NEW YORK,
June 24, 1863.

SIR: It has been proposed by several members of this chamber, in view of the continued capture and destruction of American ships on the ocean by vessels sailing under the rebel flag, to memorialize your Department to provide convoy twice a month, say on the 1st and 15th of each month, from this port to the British Channel, and from this port to the latitude of 30° south of the equator, for all vessels bound to the eastward of the Cape of Good Hope and to the westward of Cape Horn and such as may be bound to the coast of Brazil.

The chamber will not meet till Thursday next, but at that time I am led to think action will be taken, and I venture to apprise you of the probable proceedings in the hope that some valuable end may be gained by the saving of time.

It may not be amiss to state that the war premium alone on American vessels carrying valuable cargoes exceeds the whole freight in neutral ships.

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

A. A. LOW,
President.

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

[Telegram.]

BOSTON, *June 24, 1863—9:20 a. m.*

Will you allow private vessels, at their own expense, to go for the pirate? Will you give us guns from navy yard?

A. HARDY & Co.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Any vessels you may wish to send out for the special service of capturing the privateers on the coast will be commanded by the United States, and the commandant of the navy yard at Charlestown will furnish you with arms, and you nominate to him such officers as you have confidence in for this special duty. Communicate with Commodore Montgomery.

GIDEON WELLES,
Secretary of the Navy.

Messrs. A. HARDY & Co.,
Boston, Mass.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Messrs. A. Hardy & Co., of Boston, wish to send out some vessels after the *Tacony*, and you are hereby authorized to furnish said vessels with arms; and such officers as they recommend to serve on board you will appoint according to the rules of the service for this special service without pay.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Charter more steamers and send them after the *Tacony*; all that can be sent in forty-eight hours.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant of Navy Yard, Boston, Mass.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Commodore Montgomery has been directed to send out more vessels, and A. Hardy & Co. have been given authority to send out private vessels.

GIDEON WELLES,
[Secretary of the Navy.]

Governor ANDREW,
JOHN B. ALLEY,
ALEX. H. RICE,
Boston.

[Telegram.]

CHARLESTOWN, MASS., *June 24, 1863—2:45 p. m.*

(Received at Washington 3:40 p. m.)

Telegram received. Search for steamers now in progress. U. S. steamers *Howquah* and *Iron Age* will be dispatched within twenty-four hours, unless otherwise ordered.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

The *Tacony* burned, on 22d instant, six schooners and three ships, in latitude $41^{\circ} 3'$, longitude $69^{\circ} 15'$.

If the *Tuscarora* has not sailed, give her this information.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
*Commanding North Atlantic Blockading Squadron,
Hampton Roads, Va.*

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Send the *San Jacinto* and any other available vessels in search of the *Tacony*. This pirate is reported to have burned six vessels on the 22d instant, in latitude $41^{\circ} 03'$, longitude $69^{\circ} 15'$.

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

BROOKLYN, *June 24, 1863.*

(Received at Washington 4:05 p. m.)

Received your telegram. Have sent the *San Jacinto* after the *Tacony*. Will send such other vessels as I can get.

WM. RADFORD,
For Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Send the steamers lately arrived immediately after the *Tacony*. On 22d instant she was in latitude $41^{\circ} 3'$, longitude $69^{\circ} 15'$.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant of Navy Yard, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

If you can charter the steamship *Ericsson* and get her off in forty-eight hours, filled with coal, do so. as she can stay at sea a month if full of coal.

GIDEON WELLES,
[*Secretary of the Navy.*]

Rear-Admiral PAULDING,
New York Navy Yard.

[Telegram.]

NAVY DEPARTMENT, *June 24, 1863.*

Can not the *Shenandoah* be sent off to the eastward?

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore C. K. STRIBLING,
Commandant Philadelphia Navy Yard.

[Telegram.]

NEWPORT, R. I., *June 25, 1863.*

(Received at Washington 8:35 a. m.)

A rebel pirate, supposed to be the *Tacony*, destroyed several fishing vessels outside our harbor yesterday. Will you not give us an armed steamer? Our harbor is one of the most important of the coast.

WM. H. CRANSTON,
Mayor.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *June 25, 1863.*

You may order some of the second-class midshipmen from the *Marion* to the chartered steamers. Get the *Marion* off as early as possible.

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

BROOKLYN NAVY YARD, *June 25, 1863—10:40 a. m.*

(Received at Washington 1:20 p. m.)

Yesterday, on receipt of Department's order for *San Jacinto*, I sent it immediately, but the tug failed to overtake her.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Instructions of the commandant navy yard, Boston, to Lieutenant-Commander Stone, U. S. Navy, commanding U. S. S. *Iron Age*, relative to cruise in search of the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 25, 1863.*

SIR: You will proceed to sea with the steamer *Iron Age*, under your command, using the utmost possible dispatch, to search for the privateer *Tacony*.

From Boston light you will run within 15 or 20 miles of Cape Ann, and sweep that line of coast to Cape Sable, from thence, passing through the intervening fishing grounds of Le Have, Sable Island, and Quereau Banks [Banquereau], proceed to the Banks of Newfoundland and thoroughly search their southern section, the usual resort of our fishing vessels. You will continue to cruise in that vicinity, extending your observations along the lower edge of the Banks to within 15 or 20 miles of Cape Race (the route taken by our steamers in returning from Liverpool) until the reduction of your supply of coal shall render it necessary for you to return to this port.

You will speak and communicate with all vessels you may meet, and act upon any reliable information you may obtain from them. Should you meet the *Tacony*, you will capture her and bring her to this port or the most convenient port in the United States.

Previous to your sailing, you will receipt for, or cause the proper officers to receipt for, the various stores furnished your vessel.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Lieutenant-Commander E. E. STONE,
Commanding U. S. S. Iron Age, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Volunteer Lieutenant Devens, commanding U. S. S. *Howquah*, relative to cruise in search of the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 25, 1863.*

SIR: You will assume command of the U. S. S. *Howquah* and proceed to sea, using the utmost dispatch, to search for the privateer *Tacony*.

From Boston light pass to the southward, as near as practicable, to the Georges Shoals, thence over the Le Have Banks, passing through the intermediate fishing grounds to the Banks of Newfoundland, and thoroughly search its southern section, the usual resort of our fishing vessels. You will continue to cruise in that vicinity, extending your observation along the southern edge of the Banks to within 15 or 20 miles of Cape Race (the route taken by our steamers in returning from Liverpool) until the reduction of your coal renders it necessary to return to this port.

You will speak and communicate with every vessel you meet, and take advantage of any information you may receive likely to lead to the capture of the *Tacony*. Should you fall in with her, you will capture and bring her to this or the most convenient port in the United States.

Previous to sailing, call at the different offices and sign receipts for articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Volunteer Lieutenant ED. F. DEVENS,
Commanding U. S. S. Howquah, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Master Balch, U. S. Navy, commanding steamer *Admiral Du Pont*, relative to cruise in search of the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 25, 1863.*

SIR: You will proceed to sea with the steamer *Admiral Du Pont*, using the utmost possible dispatch, to search for the privateer *Tacony*. The captain of the *Admiral Du Pont* will be in all respects subject to your orders.

From Boston light run outside to the edge of the Gulf Stream; from thence visit the fishing grounds on or about Georges Shoals, and continue to cruise between Georges and Nantucket shoals until required by the consumption of coal to return to this port. You will speak and communicate with all vessels you meet, and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. Should you fall in with her, you will capture and bring her to this or the most convenient port in the United States.

Previous to sailing, you will call at the different offices and sign receipts for the articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Master J. W. BALCH, U. S. Navy,
Boston, Mass.

[Telegram.]

PHILADELPHIA, *June 25, 1863.*

(Received at Washington 1:30 p. m.)

SIR: The *James Adger* has arrived. Her boiler will not be ready for six weeks. Shall I send her to look out for the *Tacony*? Shall I send the prisoners in her to be landed at Fort Lafayette or send them from here by land?

Respectfully, etc.,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to commandant navy yard, Philadelphia, to send U. S. S. *James Adger* in search of the C. S. bark *Tacony*.

NAVY DEPARTMENT, *June 25, 1863.*

Send the prisoners brought by the *James Adger* to Fort Lafayette by land, and send that vessel out at once after the *Tacony*. She was seen southeast of Newport yesterday.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of the commandant of the navy yard, Philadelphia, regarding the search for the C. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 25, 1863.

SIR: I have the honor to report that the *Saratoga* went into commission yesterday, and will be ready for service on Saturday if a medical officer can be had.

The *Shenandoah* left the navy yard yesterday afternoon for the magazine, and left there to-day, in obedience to orders, to go to Boston and search for the pirate *Tacony* on the way, even if it should be more than the four days' trial, if there should be any hope of capturing her.

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

C. K. STRIBLING,
Commandant.

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

Report of the commandant of the navy yard, Philadelphia, of the sailing of the steamer *America* in search of the C. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 25, 1863.

SIR: I have dispatched the steamer *America* in pursuit of the *Tacony*. This is the only steamer here fit for this service to be had.

I have ordered to her Acting Master's Mate William Young, recently appointed and waiting orders; Acting Third Assistant Engineer Charles W. Kenyon, arrived here in the *Galena* and not detached from her by the Department; Acting Third Assistant Engineer William F. Warburton, belonging to the *Keystone State*.

The *America* is in charge of Mr. Johnson, acting master of the *Princeton*.

Only Mr. Chambers, mate, and Mr. Messick, her engineer, were willing to go in the steamer on this service, which one would suppose any seafaring person would be anxious to engage in.

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

C. K. STRIBLING,
Commandant.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the movements of the U. S. steamers *Tuscarora* and *Jasmine*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., June 25, 1863.

SIR: The U. S. S. *Tuscarora* proceeded to sea at 4:35 yesterday afternoon to cruise for privateers and go to Boston when her coal is exhausted. The U. S. tug *Jasmine*, which came into the [Hampton] Roads day before yesterday for coal, left at 5 o'clock yesterday afternoon, bound for the Gulf.

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

S. P. LEE,

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

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

[Telegram.]

CHARLESTOWN, MASS., *June 25, 1863—7:25 p. m.*
(Received at Washington 8:30 p. m.)

The captain of one of the fishing vessels destroyed off Chatham on Monday last informed me that the commander of the privateer *Tacony*

said that he should join the *Florida* in one week from that time, from which we infer that he can not be very far distant from our coast or that of the British provinces. The *Iron Age* and *Howquah* will sail this evening and the chartered steamer *Admiral Du Pont* at 9 o'clock in the morning.

J. B. MONTGOMERY,
Commandant.

Hon. G. WELLES.

Report of Lieutenant Kane, U. S. Navy, commanding U. S. yacht *America*, of the return of that vessel from a search for the C. S. bark *Tacony*.

U. S. YACHT AMERICA,
New York Harbor, June 25, 1863.

SIR: I have the honor to report the return of the U. S. schooner yacht *America* to this port, after an unsuccessful search for the privateer *Tacony* and others.

In obedience to your orders, we left the anchorage off the navy yard on the afternoon of June 15, and, after discharging our pilot at the light-ship, shaped our course to the southward and westward. We have during the cruise sighted the coasts of New Jersey, Delaware, and Virginia, and have overhauled and boarded all square-rigged vessels we have met with and spoken all fore-and-afters, but have not had the good fortune to learn anything of the whereabouts of the privateers.

We have been very unfortunate in regard to weather. For the first five days of the cruise we encountered stormy, wet, foggy [weather] and easterly winds, and the remaining days we have met with light southerly airs and calms. On the afternoon of the third day out the shackle of the jib stay carried away at the cutwater, and, as there was quite a heavy sea running at the time, with a strong N. E. wind, I had some fears for our foremast (the jib stay being its only fore-and-aft support), having no heavy tackles or ropes in the ship. Secured the stay with a tackle to the stem. The next day our bobstay went, which we also secured temporarily.

Being in this crippled condition, and fearing that we might encounter some more heavy weather, I deemed it not prudent to venture far to the eastward, so, after gaining the latitude of the capes of the Chesapeake, we turned our heads to the northward, stretching more out to the eastward than on our downward run.

Enclosed you will find a list of the vessels boarded and spoken during the cruise.

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

THEO. F. KANE,
Lieutenant, Commanding.

Rear-Admiral H. PAULDING,
Commandant Navy Yard [New York].

[Telegram.]

BROOKLYN, June 25, 1863.
(Received at Washington 8:30 p. m.)

Dispatch about *Fahkee*, second-class midshipmen, and to Admiral Dahlgren, received. The steamer *Ericsson* was not coaled, and can not be here before 2 p. m. to morrow. The coaling of chartered steamer will make delay. The Department does [not] name number of steam

and sail ships, and if not instructed I will send as many as I have men for, 20 men in each. The *Baltic* and *Atlantic* can not be had on satisfactory terms, and I have declined them.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

Petition from merchants of Boston, Mass., regarding protection for the shipping interests of New England.

BOSTON, *June 25, 1863.*

The undersigned merchants of Boston, representing in part the great fishing interests of New England, would call the attention of the Government to the fact that there are a great number of vessels visiting the Bay [Gulf] of St. Lawrence during the season from the first of July to the last of November in the prosecution of the mackerel fisheries, and are without sufficient and proper protection against any hostile power.

Believing that sailing vessels taken from the merchant service and properly armed could, with a comparatively small expense, be placed in those waters for the protection of the fishing interest, would respectfully and earnestly request the attention of the Government to the matter, and hope that it may meet with a prompt and hearty response.

We subscribe ourselves, most respectfully, your obedient servants,

R. B. FORBES,
WILLIAM PERKINS,
HOWES & CROWELL,
[And 28 others.]

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

[Telegram.]

NAVY DEPARTMENT, *June 27, 1863.*

In reference to the petition of merchants of Boston, dated June 25, headed by yourself, you are authorized, in conjunction with George B. Upton and A. A. Frazar, to charter and fit out for a three months' cruise two sailing vessels to protect the fisheries. Commodore Montgomery will arm and victual them, and Government will pay the crews and officers naval rates. Show this to all concerned and nominate the officers to the commodore. Ship the men for a three months' cruise, special service.

GIDEON WELLES,
[*Secretary of the Navy.*]

R. B. FORBES, *Boston.*

[Telegram.]

PHILADELPHIA, *June 26, 1863.*

(Received at Washington 10 a. m.)

SIR: The *Shenandoah*, *James Adger*, and *America* are off in pursuit of the *Tacony*. Only the *James Adger* had the information as to the position of the *Tacony* on the 24th.

Respectfully,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES, *Secretary Navy.*

Report of Lieutenant-Commander Meade, U. S. Navy, commanding chartered steamer *United States*, of cruise in search of the C. S. bark *Tacony*.

U. S. S. UNITED STATES,
Off New York, June 26, 1863.

ADMIRAL: In obedience to your order of the 15th instant, I took charge of the chartered steamer *United States*, received on board guns, stores, and men, and proceeded to sea on the 16th instant, boarding and overhauling all vessels which lay in my track to the eastward. On the 19th, in latitude 41° N., longitude $67^{\circ} 10'$ W., I fell in with and seized, on suspicion of having run the blockade, the British hermaphrodite brig *Isabella Thompson*, of Halifax, with a cargo consisting of 486 barrels of turpentine and 81 bales of cotton. Acting Ensign H. F. Moffat, with 4 men, was placed in charge, with orders to proceed to the port of New York and there deliver up the vessel, cargo, and papers to the prize marshal. I then continued my course to the eastward.

On the 20th, having reached the latitude $41^{\circ} 48'$ N., longitude $63^{\circ} 50'$ W., and finding that I was burning considerable coal and yet not making much headway against the strong easterly gale then prevailing, I deemed it advisable to bear up to the southward, which I accordingly did, and on the 22d reached the southern edge of the Gulf Stream in the track of the West India traders, where I boarded a number of vessels, but I learned nothing of the privateer *Tacony*.

On the 24th I shaped a course for this port and reached here to-day. During this cruise of nine days, although the greater portion of the time in rough weather, I have boarded and overhauled 27 vessels. In fact, not a sail raised has been allowed to pass without an examination by the boarding officer. I enclose herewith a list of the vessels met with.

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

RICHARD W. MEADE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral H. PAULDING, U. S. Navy,
Commandant Navy Yard, New York.

[Telegram.]

CHARLESTOWN, MASS., June 26, 1863—9:40 a. m.
(Received at Washington 12:50 p. m.)

The steamer *Cherokee* has returned from a cruise in search of the privateer *Tacony*. She will be recoaled and sent on another cruise unless otherwise directed.

J. B. MONTGOMERY,
[Commandant.]

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

BOSTON, June 26, 1863—4:20 p. m.
(Received at Washington 4:30 p. m.)

Iron screw steamers *Mississippi* and *Merrimac* are in New York unemployed. They are 2,000 tons each, fast, wide, and well adapted to carry

a heavy battery. Ought they not to be fitted and dispatched immediately to capture Confederate pirates?

In behalf of harbor defense committee of Board of Trade:

E. S. TOBEY,
Chairman.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *June 26, 1863.*

Send the *Dai Ohing* after the *Tacony* when repairs to engines are completed. The house can not be put on at present.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral LEE,
*Commanding North Atlantic Blockading Squadron,
Old Point Comfort, Va.*

[Telegram.]

NAVY YARD, BROOKLYN, *June 26, 1863—6 p. m.*

Dispatch received. Steamer chartered. Have information just now that *Tacony* was seen yesterday 11 a. m., off No Man's Land. The steamer *Honduras* has sailed through the sound in pursuit. *United States* came in this morning. Has been purchased. Will sail as soon as coaled to-morrow, without change of crew. A sail ship will also leave in the morning. We are in want of men.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

Instructions of the commandant navy yard, Boston, to Lieutenant-Commander Grafton, U. S. Navy, commanding U. S. S. *Cherokee*, relative to cruise in search of the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 26, 1863.*

SIR: You will assume command of the steamer *Cherokee* and proceed to sea, using the utmost possible dispatch, to search for the privateer *Tacony*.

From Boston light you will cruise to the eastward, visiting the fisheries to the southward of Nova Scotia as far as Banquereau Bank, and cruise in that vicinity until required by the consumption of coal to return to this port.

You will speak and communicate with all vessels you meet, and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. Should you fall in with her, you will capture and bring her to this or the most convenient port in the United States.

Previous to sailing, sign receipts for all articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Lieutenant Commander EDWARD C. GRAFTON,
Commanding U. S. S. Cherokee, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Acting Master Dicks, U. S. Navy, ordered to command chartered steamer *George Shattuck* in the search for the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 26, 1863.*

SIR: You will proceed to sea with the steamer *George Shattuck*, using the utmost possible dispatch, to search for the privateer *Tacony*. The captain of the *George Shattuck* will be in all respects subject to your orders.

You will cruise from Boston Bay to Eastport, off and on shore, until required by the consumption of coal to return to this port. You will speak and communicate with all vessels you meet, and take advantage of any reliable information you may receive from them likely to lead to the capture of the *Tacony*. Should you fall in with her you will capture and bring her to this or the most convenient port in the United States.

Previous to sailing, call at the different offices and sign receipts for articles furnished you.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Master JOHN W. DICKS,
U. S. Receiving Ship Ohio, Boston, Mass.

Instructions of the commandant navy yard, New York, to Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding chartered steamer *Honduras*, relative to cruise in search of the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 26, 1863.*

SIR: Proceed to sea with the chartered steamer *Honduras*, under your command, and cruise for the bark *Tacony* and any other vessels preying upon our commerce. Examine all vessels you may fall in with, and be governed by the information you may obtain in shaping your course. The *Tacony* when last heard from was in the vicinity of the South Shoals.

Unless you have good and sufficient cause to do otherwise, keep far enough inshore to sight all the prominent points of land, steering eastwardly until you reach the latitude of 42° N. and longitude of 62° W. It is desirable that you should move with low steam at night, traveling as you deem best with the object of speaking vessels in your route. Approach the Nantucket and South shoals, having regard for the safety of your vessel and at the same time the protection of our commerce. Returning, keep in nearly the same track. Other vessels that I shall send to sea will cruise to the southward of you.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Acting Volunteer Lieutenant [H. M.] GREGORY,
Commanding Chartered Steamer Honduras.

Report of the commandant of the navy yard, Philadelphia, transmitting copies of orders to commanders of vessels ordered to proceed in search of the U. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 27, 1863.

SIR: I enclose herewith copies of orders given to commanders of vessels sent in pursuit of the *Tacony*.

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

C. K. STRIBLING,
Commandant.

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

[Enclosures.]

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 25, 1863.

SIR: Send your prisoners on board the *Princeton* and get underway as soon as possible and go in pursuit of the *Tacony*. She was seen yesterday southeast of Newport. Cruise for her as long as your coal will last, taking care to return here before it is entirely expended, unless you should gain such information as to render it proper to secure coal elsewhere and continue the pursuit.

You will, of course, not press your vessel except when in chase. Economize the use of your coal as much as possible.

Wishing you every success in the pursuit of this freebooter,

Respectfully, etc., your obedient servant,

C. K. STRIBLING,
Commandant.

Commander THOMAS H. PATTERSON,
Commanding U. S. S. James Adger, Navy Yard, Philadelphia.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 24, 1863.

SIR: You will proceed [to] sea with as little delay as possible to look after the *Tacony*. On the 22d she was in latitude $41^{\circ} 3'$, longitude $69^{\circ} 15'$.

About Nantucket you can perhaps gain information about her, and will be governed accordingly. A few days on your trial trip will be well spent if you succeed in capturing her.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Captain DANL. B. RIDGELY,
Commanding U. S. S. Shenandoah, Navy Yard, Philadelphia.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 25, 1863.

SIR: You will proceed in the *America* to look out for the pirate *Tacony*. Shape your course from the Delaware to the light-ship off the South Shoal of Nantucket. If you gain no information of the pirate there, cruise between the light-boat, Georges Bank, and Portsmouth, N. H., until it is time to return to this place before your coal is consumed.

You will be vigilant in the performance of this duty and have your men well exercised and prepared for any service, as well as the special duty assigned you.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Acting Master JOHNSON,
U. S. Receiving Ship Princeton, Philadelphia.

Order from the commandant navy yard, Boston, to Acting Master Welsh, to assume temporary command of chartered schooner *Thomas Woodward* and cruise in search of the C. S. bark *Tacony*.

BOSTON NAVY YARD, *June 27, 1863.*

SIR: You are hereby appointed an acting master, without pay, in the Navy of the United States, to command the schooner *Thomas Woodward* during her cruise for the privateer *Tacony*. Should you meet the *Tacony* or any other rebel privateer, you will capture her and bring her to this port. On your return to this port you will report to me and your appointment will cease.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Master JOHN H. WELSH, U. S. Navy,
Comdg. Schooner Thomas Woodward, Navy Yard, Boston.

Order of the commandant navy yard, New York, to Acting Master Clark, to assume temporary command of chartered bark *D. Colden Murray* and cruise in search of the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 27, 1863.*

SIR: Proceed to sea with the chartered bark *D. Colden Murray*, under your command. Stretch off toward Montauk, and having sighted the land, cross the Gulf Stream and sail to the eastward on the outer edge, examining carefully all the vessels you may fall in with. Obtain what information you can of the piratical bark *Tacony* or other vessels that interrupt our commerce, and deviate from these instructions as far as it may be necessary to obtain the object in view. Communicate with the fishermen on the Banks and return on the inside of the Gulf Stream.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Acting Master W. B. CLARK,
Commanding Bark D. Colden Murray.

Instructions of the commandant navy yard, New York, to Lieutenant-Commander Miller, U. S. Navy, commanding chartered steamer *Ericsson*, relative to cruise in search of the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 27, 1863.*

SIR: Proceed to sea in the chartered steamer *Ericsson*, under your command, and cruise for the piratical bark *Tacony* and other vessels that may have interfered with our commerce. Stretch off to a conven-

ient distance from the coast and continue to the eastward until you arrive in the longitude of Halifax. Examine all sails you may meet, and be governed by the information you may obtain.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant-Commander JOS. N. MILLER,
Commanding U. S. Chartered Steamer *Ericsson*.

Instructions of the commandant navy yard, New York, to Commander Nicholson, U. S. Navy, commanding chartered steamer *Governor Buckingham*, relative to cruise in search of the C. S. bark *Tacony*.

NAVY YARD, NEW YORK, *June 27, 1863.*

SIR: You will take command of the chartered steamer *Governor Buckingham* and proceed to sea in her in search of the piratical bark *Tacony* or any other vessels interrupting our commerce.

You will use your own discretion as to your cruising ground. Enclosed is an extract from orders which have been issued to other vessels.

Respectfully, your obedient servant,

H. PAULDING,
Per W. RADFORD,
Commander.

Commander J. W. A. NICHOLSON,
Commanding Chartered Steamer *Governor Buckingham*.

Letter from Messrs. Sturges, Clearman & Co. to the Secretary of the Navy relative to deprecations committed by the C. S. bark *Tacony*.

NEW YORK, *June 27, 1863.*

SIR: We have to report to you that the bark *Goodspeed*, of New York, belonging to ourselves and friends, of Connecticut, was captured and burned by the pirate *Tacony* on Sunday last.

We learn from Captain Dunton, of the bark, who has arrived at this port, the probability is the pirates will change to another vessel, as the boarding officer examined the log book of the *Goodspeed* to ascertain her sailing qualities with that object. If they can capture a steamer they will change to her, as they have an engineer with them.

Captain Dunton informs us that on the day previous to his capture he passed within 4 miles of a United States steam gunboat, which made no effort to speak him or give him information of privateers being on the coast. We learn the ship *Byzantium*, also burned, was spoken on that day by steamer *Blackstone*, and, we judge, was the same seen by Captain Dunton. The weather was somewhat hazy, but she was seen clearly and distinctly by the officers of our vessel, which ought to have been seen with equal facility from the gunboat. Had the gunboat spoken and imparted to the master of the *Goodspeed* information that privateers were on the coast, it is possible he might have changed his course and avoided capture and destruction. At all events, he would not have run his vessel blindly into danger. If our Navy can not afford the commerce of the country the protection which is its due, we think its officers, while on the high seas, might at least put themselves somewhat out of their way to communicate information important to its safety.

The commander of the *Tacony* desired Captain Dunton to report that he had captured four vessels (two of which [he] bonded and the others burned) in sight of a United States gunboat.

Very respectfully, your obedient servants,

STURGES, CLEARMAN & Co.

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

[Telegram.]

NAVY DEPARTMENT, *June 27, 1863.*

The *Passaic*, ironclad, remains in New York Harbor, and is nearly in condition for service. The services of the *Roanoke* are important at an important point.

GIDEON WELLES,
Secretary.

Hon. E. D. MORGAN,
New York City.

Report of the commandant navy yard, Boston, regarding vessels dispatched in pursuit of the C. S. bark *Tacony*.

U. S. NAVY YARD, COMMANDANT'S OFFICE,
Boston, June 27, 1863.

SIR: In obedience to your order of the 24th instant, I have chartered the steamers *Admiral Du Pont* and *George Shattuck* and sent them in pursuit of the privateer *Tacony*. I have also sent the U. S. steamers *Iron Age* and *Howquah*, and the prize steamer *Oherokee*, which returned for coal, has been coaled and dispatched on the same duty.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

[Telegram.]

HALIFAX, NOVA SCOTIA, *June 27, 1863.*

(Received at Washington 1:05 p. m.)

Large American ship seen last night, burned to water's edge, near Yarmouth. Supposed fired by rebel pirate *Tacony*, as informant saw large lead-colored steamer this morning in vicinity.

M. JACKSON,
U. S. Consul.

Hon. W. H. SEWARD,
Secretary State.

[Telegram.]

NEW YORK, *June 27, 1863.*

(Received at Washington 5 p. m.)

SIR: I learn from General Wool that so large a share of the troops garrisoning in the fortifications of this harbor have been forwarded to

the seat of war that they can not be relied on to prevent the approach of armed vessels. I must therefore ask that the *Roanoke* be left in our harbor until the city can devise other means of securing its safety from a naval attack, which its importance to the nation imperiously demands. Please so instruct Admiral Paulding.

GEORGE OPDYKE,
Mayor.

HON. GIDEON WELLES.

[Telegram.]

NEW YORK, [June 27, 1863.]
(Received at Washington 5:10 p. m.)

SIR: The ironclad steamer *Roanoke* ought not to be taken from this great emporium from which you are supplied with money and almost everything to carry on the war against the rebels. The militia, as well as all the troops except about 700, are ordered elsewhere. To take the *Roanoke* from this city at the present moment will produce a very great excitement from all classes, friends as well as foes.

JOHN E. WOOL,
Major-General.

HON. GIDEON WELLES,
Secretary Navy.

Report of U. S. collector of customs, Portland, Me., of the cutting out of the U. S. revenue cutter *Caleb Cushing* by the C. S. schooner *Archer*, in Portland Harbor, Me., and capture of Lieutenant Read, C. S. Navy, and party, June 27, 1863.

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
Portland [Me.], June 27, 1863.

SIR: I sent you three telegrams to-day, giving you in brief the leading facts respecting the cutting out of the revenue cutter *Caleb Cushing*, and now proceed, according to your orders by telegraph, to "report the facts in detail for further instructions." From a private and individual examination of several of the crew of the cutter, who were on board, I gather these facts, in which the testimony of all agreed:

It appears that the commanding officer of the bark *Tacony*, fearing her capture, made a prize of the schooner *Archer*, as before reported, and removed his brass howitzer, arms, etc., on board of her, and then burned the *Tacony*. The *Archer* then bore up for the coast of Maine to escape capture, and came into our harbor on Friday, the 26th instant, at 6 p. m., passing our forts as a fisherman. Her object in visiting this port was to destroy the two gunboats building here and such other shipping as they could conveniently fire at our wharves.

It is supposed that the second officer came on shore and learned of the death of Captain Clarke, of the cutter, who died that day of a disease of the heart.

There being but little wind to fan the flames when set, they changed their original plan and concluded to cut out the cutter.

At about 1 o'clock a. m., after the moon had set, the watch on deck, hearing boats approaching, at once called Lieutenant Davenport, but, as the watch returned on deck, he found armed men pouring over each side of the cutter, variously estimated at from 25 to 40 men. They instantly seized the watch on deck, presented revolvers to their heads,

and threatened to shoot them if they spoke or made any noise. The watch were put in irons and sent below, and, the main hatch being open, a part of the attacking party rushed below and threatened to shoot the men asleep in their hammocks or just awaking, if they spoke. The men below were then ironed and ordered not to look on deck at the peril of their lives. Four men seized Lieutenant Davenport as he attempted to come out of the cabin at the call of the watch and bore him below in the cabin and ironed him, ordering him to keep quiet as a prisoner.

They then loosed her sails, hove up her anchor, and made sail on her; but as the wind was light, put two boats ahead with their own men to tow her. They towed her out of the northern passage to our harbor known as Hussey's Sound (which I regret to say is entirely unprotected by any fortification or battery), and at daylight she was seen about 5 miles off standing out to sea.

I was advised at my house at ten minutes past 8 a. m. that the cutter had gone to sea, and regret that my suspicions, as I now think unjustly, fell upon First Lieutenant Davenport as the party who had run off with her.

I at once came to the conclusion that this was an exigency when I ought not to wait for orders from you, but assume the responsibility of her recapture for the Government. I at once sent messengers to Fort Preble for guns and men of the Seventeenth Regulars, to be ready for a steamer that I would have at the port wharf; also sent a messenger to Camp Lincoln, to Colonel Mason, of the Seventh Maine Volunteers, for men. To both of these requests the responses were promptly made, and in less than one hour Colonel Mason had all the men at camp, including his band, in the city and on board of steamers. I at once chartered the *Forest City*, a 700-ton side-wheel steamer of the Boston Line, and also the small steamer *Casco* as a transport to take the guns and men from Fort Preble wharf, the steamer *Forest City* drawing too much water to lie at it. I also chartered a steam-tug propeller and sent her to the upper bridge in our harbor to take on board the men of the Seventh, and as evidence of the prompt response to my calls I would state that in fifty minutes after I had learned of the capture of the cutter three steamers had left the wharf to overhaul her. Finding that at the suggestion of the mayor the steamer *Chesapeake* (propeller), of the New York Line, was getting up steam, I put Colonel Mason and the largest portion of his command on board of her, she having obtained two brass 6-pounders from the State arsenal. She also had about 50 citizen volunteers of all ages and colors, who armed themselves and repaired on board.

I arranged with each boat a series of signals, to be given from the Marine Observatory on Munjoy Hill, to point out the course for each steamer to take. The *Forest City* and tug went out first, and were soon followed by the *Chesapeake*, it taking her longer to get up steam.

The cutter was about 10 miles off, standing to westward, and beating out of Casco Bay. The *Forest City* first overhauled the cutter, when, without heaving to, she opened on the steamer with her 32-pound gun, firing four round shot at her, but without hitting her. She (the steamer) hove to then for the *Chesapeake*, and, after conferring together, it was deemed best for the *Chesapeake*, as she was a propeller and had taken [on] board about 50 bales of cotton for barricades, to run the cutter down. She accordingly put on all steam and stood for her, being then something over 1 mile off. The schooner tacked and gave the *Chesapeake* three or four shots, the last being shrapnel, part of which passed over the steamer.

Seeing three steamers bearing down for her, the officer in command went into the cabin and informed Lieutenant Davenport that he and his men must leave the vessel, as they had determined to abandon her and set her on fire. One of the cutter's boats was appropriated for her men, and they all got in, twenty in number, including boys, still with handcuffs on, but at the request of the crew the keys of the handcuffs were thrown into the boat, and they released themselves and pulled away from the schooner.

The captors then manned two other boats, having set fire to the schooner fore and aft, and left her. She was soon in flames and blew up about 2 p. m., sinking at once. These two boats were overhauled by the *Forest City* and the parties made prisoners by the Seventeenth Regulars. The other boat, with the cutter's crew, was picked up by the *Chesapeake*. A fisherman, as prisoner, was among those on board the *Forest City*, and from him they learned that this party had a schooner standing off in company. The steamer ran a few miles out to sea and overhauled the schooner, when, on firing one gun across her bows, she hove to and surrendered with three men on board. She proved to be the *Archer*, with the gun, provisions, etc., of the *Tacony*. Some of the captured men state that it was their intention to have taken the cutter out and exchanged the vessels, giving the crew the *Archer* to return in.

As the cutter had a 32-pound gun and 12-pound brass Dahlgren on a pivot forward, she would have been a dangerous vessel. Fortunately, the captors of the cutter could find but 8 of her 90 round shot, or they say they should have fought longer, but the *Chesapeake*, under full steam, would have run her down, I think, and sunk her.

The *Archer* I have taken into the wharf, stripped her sails, and put her armament, stores, etc., into the old custom-house, and wait your further orders for further proceedings in her case. She is about 90 tons burden, and has some of her salt for fishing still on board. I found the log book and flag of the *Tacony* on board the *Archer*, and also six chronometers which, by memorandum of rating, belonged to bark *Tacony*, bark *Whistling Wind*, brig *Umpire*, brig *Olarence*, ship *Byzantium*, and bark *Good Speed*, all going but the second named.

Captain Casey kindly loaned me several of his large boats, to be used to board the cutter in case she had disabled the steamers, and two of them were lost while towing by the *Forest City*. Both of the steamers had portions of their cargo on board, which were jeopardized, but the agents did not hesitate to send them on that account.

One of the prisoners stated to one of the cutter's crew that it was their intention, after firing the gunboats here, to have proceeded to Bath, burn the shipping there, and so run across the coast of Maine.

One of the cutter's crew crept out of her forecabin and attempted to get overboard to swim ashore and give the alarm, but was caught and roughly forced back. I would recommend some gratuity to him for his courageous effort. The captors are commanded by Second Lieutenant C. W. Read, whose commission by the Confederate Secretary of the Navy bears date October 23, 1862. The second officer in command is Eugene H. Brown, third assistant engineer, who appears to have been ordered to report to Admiral Buchanan, steamer *Florida*, and did so report October 16, 1862.

If the prisoners are to be treated as pirates, I would recommend their confinement in Portland jail, but if as prisoners of war, their delivery, when exchanged, will be more convenient, on several accounts, from Fort Preble. What rate the owners of the steamers will charge for their use

I can not now state, but I took the responsibility to charter them for the Government, and trust my action may be approved. I will forward an estimate of the expenses as soon as I can procure the items.

Lieutenant Merryman arrived here Saturday and went out in the *Forest City* to aid in the recapture of the cutter.

I would respectfully recommend that an armed steamer be at once sent and stationed here to cruise in this vicinity for the protection of our coast.

I am, very respectfully, your obedient servant,

JEDEDIAH JEWETT,
Collector.

HON. SALMON P. CHASE,
Secretary of the Treasury, Washington, D. C.

Report of Lieutenant Merryman, U. S. Revenue Marine, regarding the cutting out of the revenue cutter *Caleb Cushing*, in Portland Harbor, Me.

PORTLAND, ME., June 29, 1863.

SIR: I have the honor to report that I have this day reported to the collector of customs here for duty, in obedience to your orders of the 24th instant. Owing to the existing events transpiring here during the past three days, I was unable to see the collector until this morning.

Arriving here at 4 o'clock in the morning of the 27th instant, I was just in time to join in the pursuit of the *Cushing*, without being able to report to the collector. I jumped on board the steamer *Forest City* as she was leaving the wharf, and finding the deputy collector, Mr. Bird, on board, offered my services. I also found Lieutenant Richardson, with the boatswain, gunner, and 14 seamen of the *Cushing*, and, assuming command of the party, proceeded to make my dispositions for the recapture of the cutter.

After much delay off Fort Preble taking on board two 12-pounder field guns, 35 soldiers, and 40 muskets for my crew and our volunteers, we started in pursuit of the cutter, which was then in plain sight from the mouth of the harbor and standing to the westward. Steaming rapidly after her, we ran within 2 miles of her by 11:20 a. m., when she commenced firing her pivot gun, throwing well-directed line shots to within 70 yards of us. As we approached her she fired five shots in rapid succession, the last one falling within 30 feet of us. At this moment we observed the propeller *Chesapeake* coming to our assistance, and Captain Liscomb, of the *Forest City*, proposing to haul off out of range and wait for her cooperation to render the recapture certain, I agreed with him, and we therefore bore away, and meeting the *Chesapeake*, which was admirably prepared for action on such short notice, held a short consultation, and together started for the *Cushing*. As we again approached her she fired three shots, the last a stand of grape, and all ineffectual.

We now observed a crowded boat leaving her, which proved to contain Lieutenant Davenport and his crew, who were picked up by the *Chesapeake*.

A few moments later two more boats left her, and instantly smoke and flames were seen bursting from her wardroom and cabin companion ways. By the aid of my glasses I perceived that her decks were deserted and that the *Cushing* was doomed to destruction. Expecting every moment to see her blown to atoms, for I had learned that her

magazine contained 500 pounds of powder, I advised Captain Liscomb to bear away for the boats containing the pirates and run them down. As we neared them, however, they frantically displayed white handkerchiefs and masonic signs, and the steamer was therefore sheered clear of them and stopped. They were ordered on board, and as they came up the side were seized by the soldiers and tied. The commander, O. W. Read, declaring himself a lieutenant in the Confederate Navy, handed me his side arms and claimed to be a prisoner of war. After questioning him a few minutes I turned him over to Captain [Nathaniel] Prime, of the Seventeenth Regulars, in command of the soldiers, and he was placed under guard with his crew.

Giving up all hope of saving the cutter, which was now in a sheet of flames, we steamed to the eastward looking for the schooner *Archer*, in which, we had learned from the prisoners, they had reached Portland Harbor, after destroying the *Tacony*. At 1:48 p. m. the cutter blew up with a fearful explosion and disappeared from our view. At 2 p. m. we overhauled the *Archer* and, firing a shot across her bows, hove her to. I sent Lieutenant Richardson on board to take charge, and taking her in tow brought her into this harbor. I forgot to mention that during the engagement, if it deserves that name, no ensign was displayed on the cutter. The *Tacony's* flag, the new flag of the rebels, was found on board the *Archer*, together with their log books, containing satisfactory evidence of her destruction. Such, sir, is the simple narrative of the events of Saturday last, in which I had the pleasure of participating. I am here without the command you had complimented me with, and shall await further orders from you, while holding myself at the same time subject to the commands of the collector.

With great respect, your obedient servant,

J. H. MERRYMAN,

First Lieutenant, U. S. Revenue Service.

Hon. SALMON P. CHASE,

Secretary of the Treasury, Washington, D. C.

Report of Major Andrews, Seventeenth U. S. Infantry, commanding post at Fort Preble, Me., transmitting further reports relative to the affair of the cutting out of revenue cutter Caleb Cushing by the U. S. schooner *Archer*.

HEADQUARTERS,

FORT PREBLE, ME., *June 29, 1863.*

MAJOR: I have the honor to report that about 8 a. m. on the 27th instant I received notice that the revenue cutter *Caleb Cushing* had been captured during the night previous, and that the steamer *Forest City* would report to me for men and armament. I therefore ordered Captain Nathaniel Prime, Seventeenth Infantry, with his men, and First Lieutenant Edward Collins, Seventeenth Infantry, with a detachment of the "permanent party," together with one 6-pounder field piece and one 12-pounder howitzer, to be placed on board the steamer. I also furnished 40 muskets to the citizens who were on board.

For the particulars of the expedition, I beg leave to refer you to the accompanying reports of Captain Prime and Lieutenant Collins.

I would also state that First Lieutenant F. E. Orosman, who is attached to Captain Prime's company, was fortunately here, and I have suspended his orders to go to Augusta, Me., on mustering and disbursing duty, for the present.

The prisoners were searched upon their arrival here, and I have in my possession the appointment of C. W. Read as second lieutenant in the Confederate Navy; also the appointment of E. H. Brown as acting third assistant engineer in the same service. These papers the parties desire to have returned to them. I have also the private notebook of Lieutenant Read, containing a very interesting journal of his movements during the past six months; also bonds given by several vessels, viz: June 7, 1863, P. Dillen & Co., Brenham, Washington County, Texas, \$5,500; June 12, 1863, schooner *Kate Stewart*, \$7,000; June 12, 1863, brig *Arabella*, \$40,000; June 20, 1863, ship *Isaac Webb*, \$40,000; amounting to \$92,500, and all payable thirty days after "the ratification of a treaty of peace between the United States and the Confederate States of America;" also a few other papers of little value, all of which I hold subject to your instructions.

The schooner *Archer* and all that were on board of her, together with the log book, are now in the custody of the collector of the port, where I have let them remain, thinking it best at this time to do so rather than to increase the excitement which now exists in Portland.

You can form but a faint idea of the excitement now existing among the citizens of Portland and vicinity. Rumor follows rumor in rapid succession, and just before daylight this morning someone from the vicinity of the post went to the city with a fresh rumor which set the whole city in a ferment. The bells were rung and men, women, and children soon filled the streets, and were rushing hither and thither in aimless flight.

I would respectfully suggest that the prisoners be sent from here as quietly and expeditiously as possible, as I do not think it safe for them to be placed in the custody of the citizens, and, while the present excitement continues, I feel obliged to mount so large a guard that one-half of my force are on duty every night.

This, with the daily duty of the garrison and the labor of mounting and dismounting guns, will soon exhaust the men.

Respectfully submitted.

GEORGE L. ANDREWS,
Major Seventeenth Infantry, Commanding Post.

Major C. T. CHRISTENSEN,
Asst. Adjt. Gen., Department of the East, New York City.

[Enclosures.]

FORT PREBLE, ME., June 27, 1863.

MAJOR: I have the honor to make the following report of the part I took in the capture of the crew of the bark *Tacony*:

Agreeably to your orders, I left Fort Preble in the steamer *Forest City* about 10 o'clock this morning, accompanied by Lieutenant E Collins and Lieutenant F. E. Crosman, with 28 men, armed and equipped as infantry, and 10 men for the service of two field pieces which we took with us.

Shortly after passing the light-house, the revenue cutter *Caleb Cushing* was discovered about 15 miles to leeward. We immediately headed for her. When within about 2 miles, she opened fire upon us from a 32-pounder, most of the shots falling short, none hitting us. I regret to say I was not in the position to take the stand my inclination dictated; the steamer was filled with citizens without any knowledge of the responsibilities of the situation, and who apparently had left the harbor for a pleasure trip. The accumulated advice and disjointed

comments of these bewildered the captain, who stopped his boat and awaited the arrival of the propeller *Chesapeake*, some 2 miles astern of us, although the boats were fast leaving the cutter at the time. The propeller finally took the lead, and shortly afterwards the cutter was in flames.

There being no further danger excepting from small arms, we headed for the boats, and succeeded in capturing the captain, second officer, and entire crew. Annexed I hand you a list of their names.

From a man picked up in one of the small boats which left the cutter, we learned that the schooner *Archer*, lately a prize to the *Tacony*, was but a short distance to the eastward. We immediately started in pursuit, and she was brought to by a gun from the battery. We took from her three of the crew of the *Tacony* and a fisherman lately captured.

The *Archer*, I understand, was armed and equipped from the *Tacony*, but of that I can not speak positively, as she was taken in charge by the deputy collector of the port and taken to Portland.

With reference to the men under my charge, I must say that, although not exposed to any very imminent danger, as soon as fire was opened upon us they manifested coolness and determination, and I have no doubt, had they been called upon to take a more active part, would have confirmed the favorable impression they made upon me. For the conduct of those serving with the pieces, I beg to refer you to the enclosed report of Lieutenant Collins, who was placed immediately in charge.

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

N. PRIME,
Captain, Seventeenth Infantry, U. S. Army,
Commanding Detachment.

Major GEORGE L. ANDREWS,
Seventeenth Infantry, U. S. Army, Commanding Post.

List of the prisoners.—C. W. Read, captain; E. H. Brown, second officer; J. W. Billups, master's mate; N. B. Pryde, master's mate; J. W. Matherson, master's mate, and 20 seamen; Albert J. Bibber and Eldridge Titcomb, fishermen on board the cutter and *Archer*, prisoners to the crew.

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FORT PREBLE, ME., June 28, 1863.

SIR: I have the honor to report that, in pursuance to orders, I took a detachment of two noncommissioned officers and eight men of the "permanent party" of the Seventeenth Infantry at this post, with one 6-pounder fieldpiece and one 12-pounder howitzer, with a good supply of shot and shell, and went on board the steamer *Forest City* in pursuit of the revenue cutter *Caleb Cushing* at about 10 a. m. yesterday, the cutter having been seized the night before by the crew of the *Tacony*.

We came within range of her 32-pounder about 15 miles outside of the light-house, when she opened upon us with solid shot, several coming very near, but none hitting us.

The master of our boat was unwilling to risk her any nearer; we could not control her movements, and had to wait for another steamer, the *Chesapeake*, when we started to run her down. Seeing this movement, the rebels set fire to the cutter and took to their boats.

I did not return the fire of the cutter, as my pieces were too light at that distance, and I did not wish to show their small size, preferring to fire on her decks at the moment of boarding; nor did I fire on the boats, as it was impossible to distinguish the rebels from the prisoners in their

hands. They were accordingly all received as prisoners. We then stood for a small fishing schooner, which proved to be the *Archer*, of Southport. I fired a shot across her bows and pointed another directly at her, when she luffed up and surrendered.

I am gratified to say that my men were perfectly cool under fire, and would, no doubt, in a more serious engagement have acquitted themselves with credit.

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

EDWARD COLLINS,

First Lieutenant, Seventeenth Infantry, Acting Artillery Officer.

Captain N. PRIME,
Seventeenth Infantry.

[Telegram.]

HEADQUARTERS, FORT PREBLE, ME.,
June 27, 1863—6.40 p. m. (Received 7 p. m.)

In the private notebook of Lieutenant C. W. Read, U. S. Navy, I find as follows:

The latest news from Yankeeedom tells us that there are over 20 gunboats in search of us. They have the description of the *Tacony* and overhaul every vessel that resembles her. During the night we transferred all our things on board the schooner *Archer*. At 2 a. m. set fire to the *Tacony* and stood west. The schooner *Archer* is a fishing vessel of 90 tons, sails well, and is easily handled. No Yankee gunboat would even dream of suspecting us. I therefore think we will dodge our pursuers for a short time. It is my intention to go along the coast with a view of burning the shipping in some exposed harbor [and] of cutting out a steamer.

The above appears to have been written since the night of June 24. The schooner taken to-day is the *Archer*, of Southport.

GEORGE L. ANDREWS,

Major Seventeenth Infantry, Commanding Post.

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

Report of the U. S. collector of customs at Portland, Me., relative to the commanding officer of the revenue cutter *Caleb Cushing*.

COLLECTOR'S OFFICE,

District of Portland and Falmouth, Portland [Me.], July 1, 1863.

SIR: I herewith transmit you a communication from Lieutenant Dudley Davenport, reporting himself as waiting orders.

I am happy to say that, in my opinion, all grounds of suspicion against Lieutenant Davenport have been removed. He refused to show the captors the keys of the magazine or point out the shot locker, which they were unable to find.

Lieutenant Read says that if he could have found the locker, which had about ninety 32-pound shot in it, he would have fought it out. This would have resulted in his having been run down, with the probable loss of the cutter's crew, who were below in irons. Both officers and men have, like Lieutenant Davenport, lost all their clothing on board the cutter.

I am, respectfully, your obedient servant,

JEDEDIAH JEWETT,

Collector.

Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, D. C.

Letter from the collector of customs at Portland, Me., to the Secretary of the Treasury, transmitting schedule of property found on board the U. S. schooner *Archer*.

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
Portland [Me.], July 6, 1863.

SIR: I herewith transmit you a schedule of the property found on board the schooner *Archer*, recaptured from the crew of the *Tacony*.

The armament is undoubtedly that which the *Tacony* received from the *Florida*, and I will take the liberty to recommend that you authorize me to present the howitzers to the city of Portland, and the guns, pistols, etc., to the officers and leading men who volunteered their services as a slight, but to them no doubt valued, token that the Government appreciates their zeal and promptness in the capture.

I have had several applications from the owners of the chronometers to return them, but have referred them to you, and would now recommend that I be authorized to restore them. Some of the parties robbed have also written me in relation to personal articles. The most unpleasant feature connected with the matter was the wounding of one man and the loss of life by another by the accidental discharge of one of the muskets found on board the *Archer*, in the hands of a spectator. The man killed was among those employed by me to ship and discharge the *Archer*. He leaves a wife and two children in needy circumstances.

The time necessary to examine carefully all the clothing, etc., for papers has delayed the preparation of the schedule of captured property till this day.

I am, very respectfully, your obedient servant,

JEDEDIAH JEWETT,
Collector.

Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, D. C.

[Enclosure.]

Inventory of articles seized on board schooner Archer, June 27, 1863.

32 pair lambs' wool hose.	1 bell, marked "Star of Empire."
2 pair worsted long hose.	3 boat sails.
3 pair worsted long hose (black).	6 spyglasses.
23 pair men's woolen hose.	2 clocks.
6½ pair blankets.	1 box ammunition.
1 blanket, marked Atlantic S. S. Co.	1 lot candles.
6 new woolen undershirts.	1 trunk containing 2 loaves (sugar).
8 new drawers.	1 medicine chest.
7½ yards fine blue flannel.	3 quadrants.
28 bags seaman's clothing, etc.	1 octant.
1 small piece silk (plaid).	2 metal sextants.
2 pieces linen.	1 wood sextant.
14 hammocks.	3 parallel rules.
6 cotton comfortables.	2 small writing desks.
7 hair and straw mattresses.	1 trunk ammunition.
11 pillows.	2 revolvers (1 in case).
7 cotton toilet covers.	4 table covers.
3 cotton shirts.	9 yards carpeting.
1 black coat.	1 opera glass.
1 pair pants.	1 opera glass (imperfect).
1 rubber overcoat.	3 American ensigns.
1 military coat.	1 pennant.
1 naval coat.	1 small French flag.
7 yards brown cotton.	1 jack (American).
Lot of oilcloths.	1 Bowditch Navigator, marked "A. Phinney."
7 muskets.	1 Bowditch Navigator, marked "Thos. Ireland."
1 brass howitzer (12-pounder).	1 Coast Pilot, marked "Thos. Ireland."
5 cartridge boxes.	
1 double-barreled fowling piece.	

Inventory of articles seized on board schooner Archer, June 27, 1863—Continued.

1 Coast Pilot, marked "James Smith."	2 Coast Pilots.
1 Navigator, R. E. McLean, C. S. A.	2 Navigators.
1 Norie Navigator.	1 Shipmaster's Assistant.
1 Thoms Navigator, A. L. Drayton.	1 log slate.
1 Shipmaster's Assistant, J. L. Robinson, C. S. A.	2 small slates.
1 Thoms Navigator, C. W. Read, C. S. A.	1 Coast Pilot, W. G. Munday.
1 Coast Pilot, Moffett.	1 nautical almanac, W. G. Munday.
2 nautical almanacs.	1 silk vest.
1 Maury Sailing Directions.	3 sheets, marked "Jacob Bell."
1 abstract log.	3 pillows,
1 lunar table (French).	5 bedspreads,
1 brass trumpet.	6 sheets,
1 tin trumpet.	1 barrel bread,
Lot of books, novels, etc.	2 barrels beef,
	Lot books,

SIX CHRONOMETERS.

Make.	Number.	Vessel.
T. S. & J. D. Negus.....	958	Bark Goodspeed.
Brockbanks.....	0	Bark Whistling Wind.
James Bassett & Son.....	628	Brig Umpire.
Jno. Clarke.....	1200	Ship Byzantium.
Eggert & Son.....	392	Brig Clarence.
Bliss & Creighton.....	1801	Bark Tacony.

Two prize chronometers were blown up in the cutter.

Letter of the collector of customs, Portland, Me., to the Secretary of the Treasury, transmitting papers found in the possession of Lieutenant Read, C. S. Navy, on board the C. S. schooner *Archer*.

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
Portland, [Me.], July 7, 1863.

SIR: I herewith send you a copy of an alleged ransom bond given by the master of the ship *Shatemuc*, for the sum of \$150,000, and also a list of the vessel's papers, which, with the aforesaid bond, were found in the private carpetbag of Lieutenant Read, of the *Archer*.

The district attorney concurs with me in recommending that the vessel's papers be retained here for the present, until we can learn whether they will be required as evidence in certain proceedings which may grow out of the capture of these men.

The bond I hold, subject to your order, waiving any personal claim.

I am, very respectfully, your obedient servant,

JEDEDIAH JEWETT,
Collector.

Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, D. C.

[Enclosures.]

U. S. BARK FLORIDA No. 2 [TACONY],
At Sea, June 21, 1863.

\$150,000.

Thirty days after the ratification of a treaty of peace between the Confederate States and the United States of America, I, or we, promise to pay to the President of the Confederate States the sum of one hundred and fifty thousand dollars (\$150,000) for the release of the ship *Shatemuc* and cargo.

[SEAL.]

JOHN H. OXNARD,
Master, Ship Shatemuc.

Inventory of papers found in the carpetbag of Lieutenant Read, of schooner Archer.

Register, list of crew, bills lading, ship *Byzantium*, of New York.
 Enrollment, license, manifest, shipping articles, and sundry official papers relating to cargo, brig *Mary Alvina*, P. W. Frohock, master.
 Register, list crew, clearance, etc., bark *Goodspeed*, Christopher Lays, master, New York.
 Register, manifest, and official papers of cargo, bark *Tacony*, of Philadelphia, William G. Munday, master.
 Register, clearance, manifest, and sundry shipping papers, brig *Clarence*, of Baltimore, Alvan Phinney, master.
 Register, list crew, and sundry shipping papers, brig *Umpire*, of Boston, Jesse Perry, master.
 Enrollment, license, and sundry papers of bark *Whistling Wind*, of New York, Thomas Butler, master.

List fishermen's papers found in the carpetbag of Lieutenant Read, of schooner Archer.

Enrollment and license, schooner *Ada*, 69 $\frac{3}{4}$ tons.
 Enrollment and license, schooner *Mdrenco*, 82 $\frac{3}{4}$ tons.
 Enrollment and license, schooner *Rufus Choate*, 90 $\frac{3}{4}$ tons.
 Enrollment and license, schooner *Ripple*, 64 $\frac{3}{4}$ tons.
 Enrollment and license, schooner *Elizabeth Ann*, 91 $\frac{3}{4}$ tons.
 Enrollment and license, schooner *Wanderer*, 93 $\frac{3}{4}$ tons.

Order of the commandant navy yard, Philadelphia, to Commander Colvocoresses, U. S. Navy, commanding U. S. S. *Saratoga*, to occupy a position at the Delaware Breakwater.

NAVY YARD, PHILADELPHIA, *June 27, 1863.*

SIR: After taking on board your ammunition from the magazine you will proceed with the ship under your command to the breakwater at the entrance of Delaware Bay.

The object of the *Saratoga* being stationed at the breakwater is to protect shipping entering the bay and frequenting the anchorage at the breakwater from any sudden attack by pirates, privateers, or other freebooters. Such an attempt may be made at any time. You will therefore have your ship prepared to defend the anchorage and protect the shipping in it from any such attempt. You will have your boats kept in constant readiness for any service.

As your crew are mostly landsmen, it is the more important that they should be constantly exercised in all the duties they may at any moment be called upon to perform. I would recommend you to have the men frequently exercised in the boats, and keep your launch in the water, ready to leave at any moment if required, and when boats leave the ship see that they have sails, awnings, water, etc., in them. Make me a weekly report, giving such information as you may think important. Ascertain, if you can, the best means of keeping up communication with the city, and inform me of it.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Commander GEORGE COLVOCORESSES,
Commanding U. S. S. Saratoga, Philadelphia.

Letter of Major-General Wool, U. S. Army, commanding Department of the East, to the Secretary of the Navy, urging the presence of U. S. S. *Roanoke* in New York Harbor.

HEADQUARTERS, DEPARTMENT OF THE EAST,
New York City, June 28, 1863.

SIR: I telegraphed you last night in relation to the retention in this port of the ironclad steamer *Roanoke*. In reply, you say that your

orders in relation to her future disposition can not be revoked. I regret to learn this, for since then I have examined the navy yard. There is, save the *Roanoke*, no vessel that will be fit for service under some ten days. I again repeat that this great emporium, from which both Army and Navy receive their supplies, as well as pay, ought not to be left without means of defense. The volunteers and militia of this city are being sent to Pennsylvania to aid in the defense of that State. We shall be at the mercy of any privateers that may think proper to assail this city. The temptation is indeed great, for the want of men to man the guns in the forts of the harbor.

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

JOHN E. WOOL,
Major-General.

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

P. S.—I was accompanied in my visit to the navy yard by Ex-Governor Morgan, now U. S. Senator.

JOHN E. WOOL,
Major-General.

[Telegram.]

NAVY DEPARTMENT, *June 28, 1863.*

Commodore Montgomery has orders to commission any officers selected by Mr. Hardy and associates. It was not understood that any officers of the Navy were to go in these vessels.

GIDEON WELLES,
[*Secretary of the Navy.*]

R. B. FORBES, Esq.,
Boston, Mass.

Report of Commander Baldwin, U. S. Navy, commanding chartered steamer *Blackstone*, of cruise in search of the C. S. bark *Tacony*.

U. S. CHARTERED STEAMER *BLACKSTONE*,
New York, June 28, 1863.

SIR: I have the honor to report the arrival of this vessel from a cruise in search of the privateer or pirate bark *Tacony*.

In compliance with your instructions, I confined the search between the western edge of the Gulf Stream and the shoals of Nantucket and the two Georges to the eastward as far as longitude 62° W. and north to latitude 42°.

The *Blackstone* has communicated with upward of fifty sail of vessels. That her cruising has been intelligently directed is attested by the fact that twice has the *Blackstone* been near the *Tacony*. They were concealed from each other in one instance by the darkness of night and in the other by the obscurity of a fog. As a necessary result of boarding and speaking vessels much time has thus been consumed, notwithstanding nearly 2,000 miles have been traversed. Unfortunately, much of the time thick, hazy weather prevailed, alternating with heavy rain and stiff northeasterly winds.

I beg leave to commend the zeal, enterprise, and courtesy of Captain Berry and his officers. The two officers, Messrs. Borden and Palmer, who accompanied me are zealous and intelligent young men, who gave

me entire satisfaction. The seamen, who were chiefly from the steamer *Quaker City*, were all excellently well deported men.

In obedience to my instructions, I have returned to port within two weeks. The necessity of a resupply of coal rendered the return of the ship an imperious necessity. I shall be glad to renew the search for the *Tacony* at an early moment.

I am, respectfully, your obedient servant,

A. S. BALDWIN,
Commander.

Rear-Admiral H. PAULDING,
Commanding U. S. Naval Station, New York.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, June 28, 1863—2 p. m.
(Received at Washington 4:15 p. m.)

Young Rover yesterday returned from cruise between Capes Hatteras and Henry, needing coal and repairs. She has no news. *Dai Ohing* started for sea yesterday and obliged to stop at the [Hampton] Roads for repairs, which will take several days. Will report to-morrow.

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES.

Letter from the mayor of Portland, Me., to the Secretary of the Navy, requesting protection for that harbor.

CITY OF PORTLAND [ME.],
Mayor's Office, June 29, 1863.

DEAR SIR: Of the destruction of the cutter *Morris* [*Caleb Cushing*] off this harbor on Saturday last you are, I have no doubt, advised. We are now entirely unprotected as regards any guns afloat. Can you station a small gunboat, with a couple of guns or more and a crew of from 40 to 50 men, to guard the entrance to our harbor until our forts are completed or until a good cutter can be stationed here to relieve her? We are now garrisoning Fort Gorges nights with volunteers. There are some 18 guns mounted in the fort, and, as I learn, a plenty of ammunition in the magazine. Previous to our putting the volunteers in the fort there was not a man there to mount guard at night.

Respectfully, yours

JACOB MCLELLAN,
Mayor.

HON. GIDEON WELLES,
Secretary Navy, Washington.

Order of the commandant navy yard, Boston, to Acting Master Pitman, to assume temporary command of chartered schooner *J. G. Curtis* and cruise for the protection of commerce.

BOSTON NAVY YARD, *June 29, 1863.*

SIR: You are hereby appointed an acting master on temporary service in the Navy of the United States, without pay.

You will cruise in such a direction as the committee of Boston merchants may direct in search of the privateers preying on our commerce.

Should you meet any of them you will capture them and bring them to this port or such other as your instructions direct. On your return from this duty you will report to me and your appointment will cease.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Master HENRY C. PITMAN,
Commanding Schooner J. G. Curtis, Navy Yard, Boston.

Order of the commandant navy yard, Boston, to the acting master in temporary command of the chartered schooner W. S. Baker to cruise for the protection of commerce.

BOSTON NAVY YARD, *June 29, 1863.*

SIR: You are hereby appointed an acting master in the Navy of the United States, on temporary service, without pay.

You will cruise in such a direction as the committee of Boston merchants may direct in search of the privateers preying upon our commerce. Should you meet any of them you will capture them and bring them to this port or such other as your instructions direct. On your return from this duty you will report to me and your appointment will cease.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

ACTING MASTER,
Commanding Schooner W. S. Baker, Navy Yard, Boston.

Letter from the commandant navy yard, Boston, to the Secretary of the Navy requesting instructions in view of the destruction of the C. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, June 29, 1863.

SIR: I have the honor to state that there seems to be no doubt of the reported destruction of the *Tacony* and the capture of her late officers and crew. Will you please inform me if the chartered vessels sent in pursuit of the *Tacony* are to be discharged upon their return to this port? The men and officers employed in them are needed for our vessels nearly ready for sea.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

[Telegram.]

NAVY DEPARTMENT, *June 30, 1863.*

It is reported that some of the *Tacony's* crew are in other vessels. If so, the search should be continued; otherwise, discharge chartered vessels as they arrive. The steamers *Montgomery* and *Iron Age* had better look into all the ports to the eastward and be sure no pirates are amongst our fishermen.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN B. MONTGOMERY,
Commandant Navy Yard, Boston.

[Telegram.]

NAVY DEPARTMENT, *June 30, 1863.*

Will you ascertain if all the *Tacony's* crew were captured, or are some of them still on board other captured vessels? Have you any authentic information of other pirates off the coast?

GIDEON WELLES,
Secretary of the Navy.

The MAYOR OR PRESIDENT BOARD OF TRADE
Of Portland, Me.

[Telegram.]

PORTLAND [ME.], *June 30, 1863.*
(Received at Washington 7:35 p. m.)

We are confident that we have all the *Tacony's* crew here in prison. We have no information of any other pirates being off this coast.

JACOB McLELLAN,
Mayor.

GIDEON WELLES,
Secretary Navy.

Report of the commandant of the navy yard, Philadelphia, transmitting report of Acting Master West, U. S. Navy, commanding schooner *Kate Stewart*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, June 30, 1863.

SIR: The *Kate Stewart*, the only sailing vessel sent from here in pursuit of the pirate *Tacony*, returned from her cruise day before yesterday. I enclose the report of Acting Master John West.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Commandant.

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

[Enclosure.]

Report of a cruise on board the schooner *Kate Stewart* in search of the bark *Tacony*, now in possession of the rebels or pirates:

Tuesday, June 16, 1863, at 10 a. m., received orders from Commodore C. K. Stribling to proceed to sea immediately in the *Kate Stewart* in search of the bark *Tacony*. At 2:30 p. m. (having received on board one 12-pound howitzer, 15 muskets, with accouterments, shells, and ammunition and provisions, also received 15 men from the U. S. receiving ship *Princeton*) proceeded down the river in tow of the steamer *Tonawanda*. At 4:30 a. m., June 17, being abreast of Cape Henlopen, cast off from the steamer, made all sail, and proceeded to sea, steering in a N. E. direction as far as latitude 40° 10' N., from thence eastward to the edge of the Gulf Stream, then following the stream in a southerly direction. June 19, at 4 p. m., spoke the schooner *John E. Austin*, from Boston for Philadelphia; had not seen any suspicious-looking vessels. At 5:30 p. m. spoke the schooner *P. Brittain*, from Philadelphia for

Boston; had not seen any suspicious-looking vessels. Weather at this time thick and rainy, with strong E. N. E. winds; nothing in sight. Proceeded in a southerly direction, following the edge of the Gulf Stream. June 20 spoke the English brig *Mary Alice*, from San Domingo for New York; reported having seen the day previous a steam propeller, bark rigged, painted lead color, round stern with a gilt eagle on it, steering W. N. W. June 21, at 7 a. m., was spoken and boarded by the U. S. S. *Adela*, Lieutenant-Commander L. N. Stodder, from Fortress Monroe, on a cruise. After requesting us to heave to, he hauled down the American flag and set the English flag. After boarding us, he stood off in a southerly direction, keeping the English flag flying. At 12 noon, same day, saw an English war screw steamer, bark rigged, steering east, with all sail set. Monday, June 22, at 11:30 a. m., judged ourselves in the latitude of Cape Hatteras, the wind being S. W., with thick, rainy weather. Shaped our course to the N. and E. up to latitude $37^{\circ} 25' N.$; from thence east to the edge of the Gulf Stream; weather at this time very hazy and nearly calm, with nothing in sight. June 24, at noon, a light breeze sprung up from the northward. Having now completed our cruise according to instructions, we shaped our course to N. and W. for the capes of Delaware. June 25, at 11 a. m., saw a large steamer steering south; set our colors to speak, but he avoided us by altering his course, and did not answer our signal until we fired a gun across his bow, when he hoisted his colors (American), but kept on his course; saw his name on the stern, the *Ocean Queen*, of New York. Same day spoke and boarded the steam propeller *General Burnside*, from New York, with stores and passengers, bound to New Berne, N. C. Reported having not seen any suspicious-looking vessels. At 9 p. m. made Cape Henlopen light, bearing W. N. W. per compass, distant about 5 leagues. At midnight passed the cape and stood up the bay with strong E. S. E. wind and thick, rainy weather. June 27, at 10 p. m., came to anchor opposite navy yard.

Respectfully, your most obedient servant,

JOHN WEST,
Acting Master, U. S. Navy.

Commodore C. K. STRIBLING,
Commanding U. S. Navy Yard, Philadelphia.

[Telegram.]

PORTLAND, ME., [July] 1, 1863.

As a reply to the telegram of the Secretary of the Navy to the mayor, I would state that the journals captured on board schooner *Aroher*, which I sent you yesterday by mail, show conclusively that we have taken all the officers and men who left the *Florida* to man sailing vessels successively, as captured, to wit: 22, with 3 who have joined them from a prize.

The journal of Drayton, a seaman, humorous, but telltale, shows that the *Tacony* cruised off Nantucket, expecting to meet the *Florida* there. Of this fact I have advised Admiral Paulding, at New York.

J. JEWETT,
Collector.

S. P. CHASE.

Letter from the Secretary of the Navy to the chairman committee on harbor defense, New Haven, Conn., regarding protection for that place.

NAVY DEPARTMENT, *July 1, 1863.*

SIR: I have received your letter of the 26th ultimo, enclosing a copy of a resolution passed in court of common council of the city of New Haven, also a letter addressed to me by his Excellency Governor Buckingham, in reference to the defenseless condition of that city.

In answer to your request that a vessel of war may be immediately sent to New Haven for the protection of the city, I would respectfully state that it is impossible, with our present force, for the Department to place a vessel at every exposed point. Such vessels as we have at New York or elsewhere will be prepared to respond promptly to any immediate danger. The revenue cutters, which are properly the coast guard, are under the immediate control of the Secretary of the Treasury.

I am, sir, very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

H. M. MACK, Esq.,
Chairman Committee on Harbor Defense, New Haven, Conn.

Letter from the commandant navy yard, Boston, to the Secretary of the Navy, relative to discharge of chartered vessels.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 1, 1863.

SIR: In answer to your telegraphic communication of the 30th ultimo, I have the honor to state that from the best information I can gather there are none of the crew of the *Tacony* in other vessels, and I shall therefore, as directed, discharge the chartered vessels as they may arrive. As soon as the steamers *Iron Age* and *Montgomery* return from their present cruises, they will be sent to look into all the ports at the eastward, unless otherwise ordered.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

Report of the commandant of navy yard, Boston, of the return of bark *Trinity* from search for the C. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 1, 1863.

SIR: I have the honor to report the return of the bark *Trinity*, after a cruise of thirteen days in search of the privateer *Tacony*.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

[Telegram.]

BROOKLYN, July 1, 1863.

(Received at Washington, D. C., 4:05 p. m.)

J. Jewett, esq., customs collector, Portland, telegraphs: "A private journal captured from *Tacony* and *Archer* shows that the former was cruising off Nantucket to meet the *Florida*." Have sent this with other journals to Washington.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding chartered steamer United States, of the second cruise of that vessel in the search for the C. S. bark *Tacony*.

U. S. S. UNITED STATES,
Off New York, July 1, 1863.

ADMIRAL: Having coaled ship for fifteen days, I left the dock at 12:30 p. m. of the 27th ultimo, and running through Long Island Sound, reached Wood's Holl, in the Vineyard, at 4 a. m. (28th). I there sent in a boat, having so arranged in New York that the latest position of the *Tacony* should be telegraphed to me at that point. Hearing nothing new, I continued my course around the cape and was off Chatham light-house at noon same day, having averaged 12 knots per hour in the run from New York. Here I boarded the revenue cutter *Morris*, cruising, and informed her commander of the news in regard to the *Cushing*, which Commodore Radford had sent me a moment before leaving New York. At 1 p. m. fell in with pilot boat No. 6, of Boston, and learned that the *Cushing* had been cut out of Portland Harbor by the *Tacony's* crew the day before, and that steamers had been sent in chase of her. I immediately steered for a point to the eastward of Portland, running at full speed, and cruised all night and part of the next forenoon to leeward of the port. Hearing nothing from the vessels overhauled during that time, I determined to run for Portland, and anchored there at 4 p. m. (29th). The mayor and Collector Jewett visited the vessel and showed me the *Tacony's* log, captured on Saturday in the schooner *Archer*, by which it appears that, finding himself hotly pursued in the *Tacony*, and fearing destruction if fallen in with by our cruisers, Read transferred his crew, etc., to the *Archer* on Friday, and then burned the *Tacony*. This occurred in latitude 43° 28' N., longitude 67° 50' W. I telegraphed to you for instructions (upon learning all this), but hearing that I might be delayed overnight by awaiting an answer, determined to steer for New York direct.

The private log of Read was also captured. It commences with the cruise of the steamer *Florida* after leaving Mobile, and contains the cruise of the *Clarence* and *Tacony*, or rather *Florida No. 2*.

From portions of this log I have strong reason to believe that Read expected to meet Maffitt in the *Florida* off Nantucket about 20th ultimo, and was rather disappointed that he did not do so. At least the tenor of this remarkable journal favors that surmise. I deemed this information of great importance, and therefore did not confide it to the telegraph, and enjoined upon Mr. Jewett the necessity of keeping it from getting abroad and also that of sending this log to the Navy Department, as it contains valuable information.

In conclusion, admiral, although too late to participate in the affair off Portland, the cruise of this vessel has not, I think, been wholly

barren of results. The bold attempt of this daring rebel had well-nigh succeeded. Had he escaped from Portland (which, I am inclined to think, he would have done had he found the ammunition in the cutter) he must have been overhauled by this vessel next day, as I cruised directly to the eastward of him, with the wind due west. I can not help regretting that I did not fall in with him, as in that event Captain Read and the crew of *Florida No. 2* would scarcely be prisoners of war in Fort Preble.

I am, admiral, very respectfully,

RICHARD W. MEADE, JR.,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral H. PAULDING, U. S. Navy,
Commandant Navy Yard, New York.

P. S.—By the log of the *Tacony* it now appears that this vessel has four times crossed her track and at one time passed within 30 miles of her. This was on the 18th June. The next day I captured the brig *Isabella Thompson*, the master of which vessel now says that he spoke the *Tacony* the night before. But when taken he positively asserted to me that he had not seen a bark of the *Tacony's* description.

Letter from the governor of Massachusetts to the Secretary of the Navy, setting forth the defenseless condition of the coast of that State.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, July 1, 1863.

SIR: I am receiving representations daily, both oral and written, from towns and cities along the Massachusetts coast, setting forth their defenseless condition, concerning which the recent exploits of the *Tacony* have caused additional apprehension.

A swift war steamer stationed at Provincetown would, in my opinion, be the most effectual means under existing circumstances to promote their security. Without such a guard for the coast, a rebel vessel, manned by as daring a crew as that of the *Tacony*, might burn half the towns along Cape Cod, and might even lay, for a few hours such ports as Salem, Marblehead, Beverly, Gloucester, Rockport, and Newburyport, under contribution, none of which are defended by a single gun. Such a steamer as the *Alabama* or the *Florida* could, I believe, do this without so great risk as such an enterprise ought to involve. The ignorance of the rebels as to our defenseless condition is our most effectual protection in the absence of action by the Navy Department. For the present moment the Navy has cruisers all along this coast, but they are only temporarily here, and were not sent until the *Tacony* had rioted along the Vineyard Sound for four days. The presence of a swift war steamer at Provincetown, or in its neighborhood, guarding from that position both the mouths of Massachusetts Bay and of the Vineyard Sound, would probably have prevented the *Tacony* from venturing here at all.

I have had the honor previously to address this same request to the Department. I beg you to believe that it is only my clear sense of its importance which induces me to urge it again upon your consideration.

I have the honor to remain, sir, obediently, yours,

JOHN A. ANDREW,
Governor of Massachusetts.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the commandant of the navy yard, Philadelphia, transmitting report of Acting Master Johnson, U. S. Navy, commanding steam tug *America*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 2, 1863.

SIR: I have the honor to enclose herewith the report of Acting Master Johnson of the cruise of the tug *America*.

This is the last vessel sent out from this port in pursuit of the *Tacony*.

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

C. K. STRIBLING,
Commandant.

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

[Enclosure.]

STEAM TUG AMERICA, *July 2, 1863.*

SIR: I have the honor to submit to you the following report of the cruise of tug *America*: After leaving the capes of Delaware we shaped our course for Nantucket Shoals. Saturday, the 27th instant, spoke the U. S. S. *Shenandoah*, after sighting the light-ship on the south shoal. We then cruised to the eastward as far as 68° W. longitude. Sunday, the 28th instant, spoke the U. S. S. *Cherokee*, from Boston, on a cruise, during which time we have boarded and spoken several merchantmen, but could obtain no information of the bark *Tacony* until Monday, the 29th instant, when, in latitude 41° 30' N., longitude 68° 30' W., boarded the brig *A. Rowell*, of Lubec, Me., from Portland [Me.], bound to Key West, Captain Dennis Dolan. From him we obtained the information of the destruction of the bark *Tacony* by her officers and crew, preparatory to taking a schooner, and the seizure of the revenue cutter in Portland Harbor, resulting in the destruction of the cutter and the capture of the officers and crew of the pirate bark by the steamers *Forest City* and *Chesapeake*. After obtaining this information I have returned to this port.

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

M. H. JOHNSON,
Acting Master, U. S. Navy.

Commodore C. K. STRIBLING,
Philadelphia Navy Yard.

Report of Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. *Adela*, of the cruise of that vessel in the search for the C. S. bark *Tacony*.

U. S. S. ADELA,
Fortress Monroe, July 3, 1863.

SIR: I have the honor to report the arrival of this vessel this morning for orders. I have on board 45 persons taken from prize steamers *Britannia* and *Victory*, put on board this vessel at Port Royal by Rear-Admiral Du Pont for conveyance North. I left this port June 20: In obedience to orders by telegraph proceeded off Indian River Inlet, but could gain no information of the *Tacony*; spoke a vessel who reported the *Tacony* was last seen steering S. E. I stood S. E. across the Gulf [Stream], cruising in the track of homeward-bound vessels until in latitude 33° N.; stood in to the coast and put into Port Royal for coals; left Port Royal June 30. I enclose (A) copy of instructions from Rear-

Admiral Du Pont, also (B) a list of passengers, officers, and crew of the prize steamer *Britannia*. I also enclose reports of the conduct of Acting Ensign T. W. Walker, of this vessel.*

I am, respectfully, your obedient servant,

LOUIS N. STODDER,
Acting Volunteer Lieutenant, Commanding.

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

Report of the commandant navy yard, Boston, of the return of vessels from the search for the C. S. bark *Tacony*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 3, 1863.

SIR: I have the honor to report that the chartered vessels *Annie* [*Amy*] and *George Shattuck* have returned from their cruises and have been discharged; also that the *Howquah* and *Montgomery* have returned to this station.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

Report of Commander Patterson, U. S. Navy, commanding U. S. S. *James Adger*, of the cruise of that vessel in the search for the C. S. bark *Tacony*.

U. S. S. JAMES ADGER,
Off Navy Yard, New York, July 3, 1863.

SIR: I have the honor to report that, in obedience to orders from Commodore Stribling to cruise in search of the *Tacony*, I left the navy yard, Philadelphia, on the evening of the 25th ultimo, and was detained in the Delaware by foggy weather until noon of the 27th, when I passed the capes and steamed slowly to the northward and eastward. Off Cape Henlopen, boarded American bark *W. H. Wall*, seven days from Key West, bound to New York; also American propeller *George Cromwell*, seven days from New Orleans, bound to New York. During the night of the 27th ultimo did not sight any vessels, and at daylight of the 28th a dense fog set in, which continued until 10 a. m. of the 29th ultimo, when I fell in with the propellers *Governor Buckingham* and *Star of the South*, latitude 40° 40' N., longitude 71° W. Communicated with Commanders Nicholson and Cooper, and learned from them that the *Tacony* had been destroyed, but it being reported that a portion of her officers and men were cruising in fishing boats, I deemed it advisable to remain in the vicinity and westward of Nantucket Shoals, while the *Governor Buckingham* and *Star of the South* stood to the eastward. In the afternoon of the same day boarded a number of fishing vessels and found that a state of great alarm existed among them, which the presence of a cruiser removed. At 7 p. m., No Man's Land bearing N. N. W., distant 15 miles, exchanged numbers with the U. S. ship *John Adams*, standing to the southward and eastward. Thick fog during the night and no vessels in sight. On the 30th ultimo, lati-

* Enclosures unimportant.

tude 40° 35' N., longitude 70° 10' W., boarded several vessels from the West Indies bound to Portland, but received no intelligence from them. Continued cruising during the night near South Shoal.

On the morning of the 1st instant, 10 miles S. S. W. of Gay Head, I was informed by a fisherman (who had been alongside of her two or three hours previous) that a propeller gunboat, name unknown, had broken her shaft and intended going to Holmes's Hole. I proceeded to that place to render her assistance, but did not find her there, nor could I ascertain anything in regard to her. As the wind was fair for New Bedford, I presume she ran into that harbor. On the morning of the 2d, being short of coal, I steamed to the westward, and arrived at this navy yard at 1 p. m. to-day.

Very respectfully, your obedient servant,
T. H. PATTERSON,
Commander.

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

Report of Commander Parker, U. S. Navy, commanding U. S. S. *Tuscarora*, of the arrival of that vessel at Boston.

U. S. STEAM SLOOP *TUSCARORA*,
Navy Yard, Boston, July 6, 1863.

SIR: I have the honor to report the arrival of the *Tuscarora* at this port to-day at 11 o'clock a. m. For the last twelve days this vessel has cruised between Cape Henry and the coast of Nova Scotia, and on Georges Bank, in search of pirates. We have boarded and spoken many vessels, but none of them were of a suspicious character. I shall resume the cruise, unless otherwise ordered, so soon as I can take in the necessary supply of coal.

I am, sir, very respectfully, your obedient servant,
WM. A. PARKER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding chartered steamer *Honduras*, of the cruise of that vessel in searching for the C. S. bark *Tacony*.

U. S. CHARTERED STEAMER *HONDURAS*,
Provincetown, Mass., July 6, 1863.

SIR: I have the honor to report that, in obedience to your orders, I proceeded to sea via Long Island Sound with the chartered steamer *Honduras*, under my command, on the afternoon of the 26th ultimo. The accompanying tables will show the ground over which I have cruised, the number of vessels boarded, and information gained.

On June 29 the captain of Hanover bark *Junior* reports that on the Grand Banks [of Newfoundland], on the 17th of June, he was chased for a number of hours by a bark with painted ports, no royals, having a net for jib to fall in, flying Confederate colors, which fired at him repeatedly, but, the wind being light, was unable to overtake him, and at sunset gave up the chase and stood to N. and E.

On the same date the captain of Bremen bark *Goethe* reports that a few days previous he had been spoken by a three-masted schooner, who desired not to be reported.

From this information I received I assumed the responsibility of exceeding my instructions to go no farther than longitude 62° W., latitude 42° N., which point I passed July 1, and to go as far northward and eastward as a prudent use of my coal would permit, in all cases furnishing American ships bound eastward with full copies [descriptions] of all suspicious vessels seen in the neighborhood of the Banks, over which their track lay.

After leaving Sable Island, which I was unable to sight by reason of fogs, I pursued a course along toward Halifax, hoping to cut off any suspicious vessels, thinking that a brigantine which eluded Acting Master Pennell, of the *Ethan Allen*, on the night of June 30, might have taken that course. He reports her as painted lead color, loss of main topgallant mast, acting in a most suspicious manner; was unable to overtake her in consequence of superior sailing qualities.

July 3.—While running south in the track of vessels bound to Halifax, spoke the fishing schooner *Northern Light*, from Quereau [Banquereau] Banks, homeward bound; reports a great number of vessels on the banks; says that a privateer could, with ease, destroy 100 sail in a short time. He was uninformed as to the *Tacony's* operations on our coast.

July 4.—Owing to the continued and painful illness of the chief engineer of the vessel, and in accordance with the request of all the officers, I felt warranted to bear for the nearest point for medical assistance, and arrived at this port at noon of this day.

I send a copy of the letter addressed to me by the officers. After receiving medical treatment, which has relieved the engineer of the sufferings consequent upon an abscessed jaw, I shall leave for New York, via Long Island Sound.

I am, very respectfully, your most obedient servant,

H. M. GREGORY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral H. PAULDING,
U. S. Navy.

[Telegram.]

CHARLESTOWN, MASS., July 7, 1863—1:20 p. m.
(Received at Washington 1:45 p. m.)

U. S. S. *Iron Age* arrived at this yard at 9 o'clock this a. m. from cruise after the *Tacony*.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding chartered steamer *Honduras*, of arrival at New York Navy Yard.

NAVY YARD, NEW YORK, July 8, 1863.

SIR: I have the honor to report the arrival of the chartered steamer *Honduras*, under my command, at this yard at 12 m. this day.

I am, very respectfully, your most obedient servant,

H. M. GREGORY,
Acting Volunteer Lieutenant, Commanding.

Rear Admiral H. PAULDING,
U. S. Navy.

[Telegram.]

CHARLESTOWN, July 10, 1863.
(Received at Washington 1:10 p. m.)

U. S. bark *Ethan Allen* has arrived at this yard from a cruise after the *Tacony*.

J. B. MONTGOMERY,
Commandant.

Hon. G. WELLES.

Letter from the Secretary of the Navy to the governor of Massachusetts regarding the course of the Department in the affair of the U. S. bark *Tacony*.

NAVY DEPARTMENT, July 11, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 1st instant. The alarm created by the reckless depredations of the *Tacony* is not surprising. Similar dangers may not be immediate, but the Navy Department has, as you probably are informed, taken measures with a view to guard against a repetition.

Two steamers—the *Aries* and the *Iron Age*—and two sailing cruisers with formidable batteries—the brig *Perry* and the *Ethan Allen*—with perhaps one armed schooner, have been, or will be, ordered to the protection of the commerce and fisheries and coasts of New England. These vessels will have orders for permanent service on that coast during the fishing season, and other cruisers will be specially detailed in cases of emergency.

The shore defenses of the towns mentioned by you and of other places on the coast belong, perhaps, strictly to a Department other than this, but any aid that the demands will allow us to extend we desire to give, and the fact that there are cruisers on coast naval service will doubtless operate to some extent as a preventive against such craft, and also afford a sense of security. The necessity of additional cruisers on the seas, the demands of our squadrons for additional vessels, and the want of seamen to man them prevent the detaching of a larger force. It is deemed best that but one of the steamers detached should be stationed at an available point where intelligence can be promptly communicated and received in order to be at any moment available. I had thought that Boston would be the best place to be selected for this purpose, but if Provincetown, in the opinion of yourself and others, is a more suitable location, I certainly should be disposed to consult your views and wishes.

I regret to learn that some of the places enumerated by you have not a single gun for their defense. Although it is not strictly within the province of this Department to supply these wants, I shall, as you are already advised, be desirous to assist you, as we have done to some extent, with such naval ordnance as we can spare for temporary batteries to protect the points exposed. Besides the legitimate duties of blockading and cruising, the Navy has been efficient in capturing forts and batteries and protecting many places, until there seems to be a reliance upon and a demand for gunboats and ironclads that can not be met and is wholly incompatible with the imperative requirements of the service in its proper element.

I need not assure you that it will be, as it has ever been, my duty to render whatever assistance is in the power of the Department, consist-

ent with other duties, to our fellow-citizens in Massachusetts, and to respond promptly at all times to impending danger. It was therefore with surprise and regret I read your statement that vessels "were not sent until the *Tacony* had rioted along the Vineyard Sound for four days."

To this very extraordinary statement in an official paper from the chief magistrate of Massachusetts I shall respond by stating the facts.

The *Tacony* was captured by Read and his crew on the 12th of June. Information of the fact was communicated to the Department on the evening of the 13th of June. Within thirty minutes thereafter orders were dispatched to send public vessels immediately after the *Tacony*, and additional orders were given the next morning (Sunday), as also subsequently, to charter and, if necessary, to seize vessels for that purpose.

Before 12 o'clock Saturday night, the 13th of June, the steamers *Young Rover*, *Commodore Jones*, and *Western World* had sailed from Hampton Roads in search of the *Tacony*. On the following day the *Seminole*, *Tuscarora*, *Dai Ching*, *Adela*, and *Virginia*, all steamers, left New York, and many others, naval and chartered vessels, followed on the 15th and 16th.

On the 15th (Monday) three chartered steamers left Philadelphia, and the next day a chartered schooner followed in pursuit of the *Tacony*. On the 16th five chartered vessels, and on the 17th the steamer *Montgomery* and bark *Trinity* left Boston on the same errand. The steamer *Cherokee* also left the same day, but from some derangement in her compass returned again and departed the next day.

I have not the means of knowing what day the *Tacony* entered the Vineyard Sound, but on the 20th of June she captured the *Isaac Webb*, bound for New York, the first capture in that vicinity reported to the Department. But the Department had sent out more than twenty vessels in pursuit of the *Tacony* prior to the capture of the *Webb*. Many had been then six days cruising for her.

Within two days from the time the *Tacony* was captured and appropriated to piratical purposes the Department had issued orders to send vessels in pursuit, and those orders were promptly carried into effect. Not only public vessels were dispatched, but private vessels were chartered, and orders were given to seize vessels, if necessary, for this service.

Yet your Excellency has thought proper to say no vessels were sent until the "*Tacony* had rioted along the Vineyard Sound for four days." It is not for me to reconcile your statement with these facts. I am unwilling to believe that you would have made the assertion had you known what measures the Department had taken, and regret that you did not ascertain the facts before making it. It is not often that I devote a moment to controvert or correct even undeserved censure or misrepresentation, but this, in an official communication, seemed so wholly gratuitous and unjust that I could not, when answering your letter, omit some allusion to it.

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

GIDEON WELLES,
Secretary of the Navy.

His Excellency JNO. A. ANDREW,
Governor of Massachusetts, Boston.

Letter from the Governor of Massachusetts to the Secretary of the Navy, expressing regret at any seeming injustice done the Department in previous correspondence in the affair of the C. S. bark *Tacony*.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, July 16, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 11th instant, in reply to mine of the 1st. I should have answered you at once, but have been prevented from doing so until to-day by absorbing engagements arising from the outbreak here on the 14th instant.

I regret that any expression of mine should be regarded by you as unjust, and as the statement in question is not at all material to the substance of the letter I desire that it may be considered as withdrawn, but with the explanation that it was made upon the authority of municipal officers and citizens of Gloucester, the shipping of which town more than any other was affected by the *Tacony*, and that it was based by them upon the assurances of their own shipmasters that, after the *Tacony* first made her appearance in the neighborhood of the Vineyard Sound, four days passed, during which she burned numerous vessels, before Federal cruisers made their appearance there in pursuit of her. I am glad now to be able, on the authority of the Department, to assure my informants that, during these four days, more than twenty vessels of war, of which no less than fourteen were steamers, were engaged in one direction or another in such pursuit. It was not at all my intention to deny that any of these vessels had been sent out after the *Tacony*, for as to that the sources of information were not open to me. What I was, however, on the authority of intelligent shipmasters of Gloucester, induced to believe and to say was that no such armed vessels were sent along this coast for its protection until after the *Tacony* had swept the Vineyard Sound. But any discussion on this point is immaterial to the purpose of my letter of the 1st instant. It would be profitless to continue it. I am glad to infer from your statement of the great number of vessels sent in pursuit of the *Tacony* that some of them must have been chasing her near the Vineyard Sound during the four days in question, in which she captured and burned the Gloucester fishermen, and that therefore the Gloucester people were probably mistaken in their statements to me, and I beg that my remark may be considered as withdrawn.

The purpose of my letter of the 1st instant was to do my duty to the State over which I preside, by urging upon the Navy Department hereafter to guard against such raids as that of the *Tacony* by stationing armed vessels along this coast, and particularly within easy reach of the Vineyard Sound. My fruitless request in that behalf last February, at the time when the *Alabama* was reported as in this neighborhood, is perhaps within your recollection. I was then refused. Later in the year the effort was renewed by me, and I was assured on May 2 that, expressly for the protection of this coast, a fast cruiser should be stationed here always prepared for service. If the knowledge that cruisers are now along the coast is likely to prevent a repetition of such outrages as that of the *Tacony*, surely the same means, if they had been seasonably adopted, would have deterred the *Tacony* from appearing here at all. But I have no knowledge that during the six weeks which passed between the date of May 2 and the date of the appearance of the *Tacony* in Vineyard Sound, any fast cruiser was placed here according to the Department's assurance on the former date.

Believe me, sir, that I am deeply sensible of the difficulties as well as of the duties of the Navy Department. It is certainly a difficult duty to guard the Northern coast in addition to blockading the Southern coast, but certainly also the Department has the ability successfully to accomplish it and to prevent the recurrence of a day when, for fear of rebel cruisers, insurance shall be at the rate of 4½ per cent for freight from Philadelphia to Boston.

I beg in conclusion to forward to you copies of communications I have received from the selectmen of Provincetown while I have been writing this letter, and I have the honor to remain,

Very respectfully, your obedient servant,

JOHN A. ANDREW,
Governor of Massachusetts.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

The inhabitants of Provincetown are extremely anxious for a vessel to be sent to Provincetown for the protection of that harbor, as it is very much exposed to rebel invasion, they having already threatened to burn the town. It being at the extreme end of Cape Cod, the harbor is large and commodious, easy of access, sufficient depth of water for any vessel; consequently, it at times has 300 or 400 sail of vessels there at one time; and should a pirate or privateer enter he could destroy the shipping, village, the Race light, [Long] Point light, and Highland light, as we have no means of defense whatever. Our harbor is generally known, as there are many fishermen belonging to British provinces sailing from our town, and have previously sailed from there, who may now be on board of those piratical vessels already to pilot them in. They have an inducement to do so, as we have a steam packet plying between Provincetown and Boston; also a bank from which they might demand \$200,000, more or less.

We therefore pray some vessel of sufficient capacity to repel any rebel invasion may be sent to our harbor as early as possible to give us protection, until some other means are adopted for our protection, by fortification or otherwise. And not only ours, but for the numerous vessels seeking shelter in that harbor from other places. The harbor is considered to be the key of Massachusetts Bay, and one of the best in the United States.

We also pray for 150 or 200 muskets, with the necessary equipment, that we may be prepared to meet any equal foe that may attempt to land on the back of our town; also two artillery pieces on carriages and ammunition sufficient for the same.

JOHN NICKERSON,
ROBERT SOPER,
Committee from Provincetown.

Report of Acting Master Seyburn, U. S. Navy, commanding U. S. Schooner Kittatinny, of cruise in search of the C. S. bark Tacony.

U. S. SCHOONER KITTATINNY, *July 29, 1863.*

SIR: In accordance to orders from the Department by telegram, dated the 14th of June, and from Admiral Paulding in detail, dated the 15th, that I proceed to sea and cruise to the eastward in search of the pirate *Tacony*, examining all vessels from the eastward, keeping

on as far as the Banks of Newfoundland, I kept in the track of homeward-bound vessels, between the inner edge of the Gulf, and a safe distance from the land, by steering zigzag courses to the N. E. and S. E., speaking several vessels and overhauling a good number, until I reached the Banks of Newfoundland, as directed. Not being able to obtain any information there, as a thick fog prevailed for the two days, and there being danger of collision, I stood to the S. E.

On the morning of the 7th of July I boarded the brig *Albertra*, from New York, bound to Cadiz, who gave me information of a three-masted pirate, schooner rigged, and in the neighborhood of the Nantucket Shoals, and was last seen steering E. S. E. I kept off at once to the W. N. W. in hope of falling in with her.

While off New York seeking information of the pirates, I learned of the destruction of the pirate *Tacony* from the schooner *Robt. P. King*, and judging my services might be more required in some other quarter I returned for further orders from the Department.

I am, very respectfully, your obedient servant,

ISAAC D. SEYBURN,
Acting Master, Commanding.

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

Report of Commander Olitz, U. S. Navy, commanding U. S. S. Juniata, of the seizure by that vessel of the English schooner Elizabeth.

U. S. S. JUNIATA,
Off the Island of Cuba, June 14, 1863.

SIR: I have to inform you that at 6 p. m., when in latitude 23° 16' N., longitude 83° 9' W., that I fell in with and took possession of the English schooner *Elizabeth*, W. H. Croscup, master, of Digby, Nova Scotia. The said *Elizabeth* cleared from Matamoras, Mexico, on April 7, 1863, for New York. The master of the schooner says that he was run into by an American man-of-war and was compelled to return to Matamoras. He again, according to his account, sailed from Matamoras on the 23d of May, but has no clearances except those of April 7. He has also a bill of health from the American consul dated April 7, 1863, and none other, and in this bill of health, it distinctly states she has no passengers. She is in ballast, with boards laid to carry cotton, and particles of that article have been found in her hold. She has a person on board who claims to be a passenger and an American citizen. There is nothing to show that he is a passenger, nor has he a protection of any kind. In his trunk were found several hundred dollars in gold. In the shipping articles the master is put down as W. H. Croscup. In the certificate of her Britannic Majesty's vice-consul at Matamoras he speaks of the master of the schooner *Elizabeth* as Ezekiel Croscup, and to the signatures, etc., of witnesses, the name or names are not written out in full; they are simply signed J. F., H. H., all in the same handwriting. By the log book of the *Elizabeth* it appears that she sailed from Matamoras on May 27, 1863, and also, from time to time, that he was taking on board cotton or making his arrangements to do so. There was also found on board a bill for a chronometer, dated Havana, April 18, 1863, and also the rate for one, dated Matanzas, April 21, 1863. But these bills are not made out in the name of the master or the schooner *Elizabeth*. Under all these circumstances I felt it my duty to take posses-

sion of her. I send her to the port of Key West in charge of Acting Master D. G. Tayler and a prize crew consisting of 1 seaman and 3 landsmen.

I have the honor to be, your obedient servant,

J. M. B. OLITZ,
Commander.

Acting Rear-Admiral CHAS. WILKES,
Flagship Vanderbilt, Commanding West India Squadron.

Letter from the U. S. consul at Ponce, Puerto Rico, to the Secretary of the Navy, reporting the chase by a Confederate brig of the bark Evening Star, of New Haven, Conn.

CONSULATE OF THE UNITED STATES OF AMERICA,
Ponce, Puerto Rico, June 15, 1863.

SIR: I have the honor to acknowledge receipt of dispatch from the Navy Department dated April 9, and have paid due attention to the contents.

As United States vessels of war rarely call at Ponce, I have sent a certified copy of said dispatch to St. Thomas, with \$20 in Treasury notes (having disposed of one note of \$10) to exchange the same there for gold.

The bark *Evening Star*, of New Haven, Captain Mansfield, which arrived at Arroyo, in this island, on the 1st instant, reports having been chased for six hours by a hermaphrodite brig* in about latitude 25°, longitude 64°. The brig when first seen had American colors hoisted in signal of distress. Finding that Captain Mansfield did not approach her, the brig stood up under her lee, and during her chase for six hours fired six round shot and one shell, but fortunately none hit the bark. Finding she was losing ground, the brig gave up the chase and stood for another vessel which hove in sight.

Captain Mansfield describes the brig as rather long, painted black, steamboat bow, and billet-head; thinks by the look of the rigging, etc., that the brig must have been fitted out at sea.

I have advised our consul at St. Thomas of the above-mentioned occurrences.

I have the honor to be, with much respect, your obedient servant,

J. C. GALLAHER,
U. S. Consul.

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

Letter from the president of the Pacific Mail Steamship Company to the Assistant Secretary of the Navy, transmitting letter from Aspinwall, New Granada, containing news of a Confederate vessel off Cape Horn.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, June 15, 1863.

DEAR SIR: I beg leave to hand you herewith copy of a letter received from the Isthmus by the *Ocean Queen* for your information.

Very respectfully, your obedient servant,

ALLAN MCILANE.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

* Probably the C. S. brig Clarence.

[Enclosure.]

ASPINWALL, June 6, 1863.

MY DEAR SIR: The *Valparaiso* arrived from the South Pacific this morning. Mr. Cleeman telegraphs the following as part of the news brought by her:

Captain of American ship *Geo. Green*, arrived at Callao, reports a ship on fire off Cape Horn. Captain Leach was preparing to give assistance when he perceived a steamer, bearing the Confederate flag, bearing down on him. Another large American ship having hove in sight, the steamer pursued her, thereby leaving Captain Leach to make his escape. This is only a report, no affidavits having been asked from captain or crew.

This may be the *Florida*. The South American States were friendly to us. The Government of Chile may refuse her coal. We have no ship but the *Lancaster* in service in the Pacific that is equal to the *Florida*. The *Saranac* is at Mare Island, broken down. If it is the *Florida*, what is to prevent her taking the steamers of the Pacific Mail Company?

Her main object in coming to the Pacific probably is to get the gold carried by those steamers. The *Narragansett* would be of but little use as a convoy. The *Wyoming* has been sent to the East India Station. After all, it may be only a scare, but the probabilities are that the report is true and that the steamer is the *Florida*.

Yours, truly,

G. M. TOTTEN.

DAVID HOADLEY, Esq.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of cruise for the interception of blockade runners.

U. S. S. RHODE ISLAND,
Cape Haitien, June 16, 1863.

SIR: I have the honor to report that in accordance with your instructions* of the 15th [13th?] ultimo, the *Rhode Island* left Cape Haitien on the 23d May and proceeded in the direction of Nassau, with the view of intercepting the blockade runners.

On May 28, when about 45 miles N. N. W. of Elbow Cay, we fell in with the U. S. S. *Chippewa*, with whom we communicated.

On the 30th ultimo we chased the Confederate steamer *Margaret and Jessie*, a copy of my report* to the honorable Secretary of the Navy in relation to which I enclose you herewith. Deeming it important that our consul at Nassau should be in possession as early as possible of the true facts of the case, I forwarded to him, via Stirrup Cay, a report in substance the same as the enclosed.

Hearing from a wrecking boat that the *Oreto* was at Stirrup Cay, we proceeded thither and found there the U. S. bark *Restless*, which no doubt had been mistaken for the privateer. As we were both going in the same direction, we towed the *Restless* as far as Great Isaac, causing us thereby no detention, and promoting the interest of the Government, by enabling the *Restless* to arrive at her destination several days sooner than she otherwise would have done.

Thence we proceeded round Matanilla Reef and cruised for some days to the northward and eastward of Elbow Cay, falling in with the *Santiago de Cuba* on the 8th instant, about 30 miles N. N. E. of Stranger Cay. After cruising several days longer, the *Santiago de Cuba* being

* See p. 190.

some distance to the northward of us, finding our supply of coal to be very nearly exhausted, we started for Cape Haitien on the 13th instant, to procure a fresh supply, leaving the *Santiago de Ouba* to cruise off Abaco as long as her coal might admit.

On the 14th instant we stopped at Watling Island and found that supplies of various kinds and at reasonable rates could be obtained there, and the inhabitants friendly disposed to us and our Government, arriving at Cape Haitien this 16th instant.

I enclose herewith a list of vessels boarded and spoken by this steamer from May 23 up to our arrival at this place, weekly accounts of coal expended, received on board, and remaining on hand from previous report up to June 11.

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding the detention of the U. S. S. Oneida from her station.

FLAG-STEAMER ALABAMA,
St. Thomas, June 16, 1863.

SIR: I have to acknowledge the receipt of your letter of the 8th of May, just received, to know [asking?] why the *Oneida* had not yet returned to her station. In my letter of the 2d April, I wrote that I intended to return the *Oneida* as soon as she had performed the important service she was then on. The Department suggested that I might send another vessel in her place. This I found I should have to do, and designated the *Sonoma*, but shortly afterwards your orders were received to send her to New York for repairs. The *Alabama* was cruising with the *Oneida*. She also broke down and has been undergoing repairs for some five weeks, and I was therefore compelled to retain the *Oneida* until such time as I could send another vessel from to leeward to relieve her. The loss of the *Shepherd Knapp* has caused another interference with my plans.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to the Secretary of the Navy, transmitting copy of orders for cruising to Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt.

FLAG-STEAMER ALABAMA,
St. Thomas, June 16, 1863.

SIR: For the information of the Department, I herewith enclose a copy of my orders to the *Vanderbilt*, which vessel sailed from here on the 13th instant.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.]

FLAG-STEAMER VANDERBILT,
St. Thomas, June 12, 1863.

SIR: I have hitherto been impressed with the belief, which has been warranted by all the information I have received since being on this station, that the rebel piratical cruisers would resort to these (Windward) islands, as they have done heretofore, and have acted accordingly in retaining the services of the *Vanderbilt*, and hold myself accountable to the Department for so doing, my force being inadequate to effect their capture without her assistance, and that another escape of these pirates from the islands to which they have resorted would be a great disappointment. I still indulge the belief that sooner or later one or the other of the rebel cruisers will make their appearance here, but from information received since our arrival here, which I deem reliable, respecting the *Alabama* or other rebel cruisers being now in the neighborhood of Cape St. [San] Roque and the island of Fernando de Noronha, on the coast of Brazil, I deem it advisable that you should make all speed to reach that vicinity.

You will require all the coal you can stow for the cruise. You are nearly filled up. When ready, you will proceed to Pointe à Pitre, Guadeloupe, where you will fill up. After doing so, touch at Barbados, where you may obtain important information, which island is nearly in your route.

Your orders* from the Department to search for the rebel pirates everywhere are so complete that I scarcely consider it necessary to write you any, but think a few observations will do no harm, if they may not assist you in this cruise. On the route which vessels usually follow on their return voyage home from the South Atlantic, the rebel pirates will most likely be found. Our vessels endeavor to cross the equator between 33° and 36° W., and thence on a direct line toward Bermuda, from 150 to 200 miles to the north of this island. They sometimes pass to the westward of Fernando de Noronha and between it and the cape, but many fear the Rocas, lying about 45 miles to the westward, which is a low and dangerous coral reef. The sand island on it can be seen but a few miles. In running to the eastward on this route you will, in all probability, meet some vessels and may receive some information from them of the rebel pirates. In this event, your own judgment will guide you. The currents will be against you; off Fernando de Noronha and Cape San Roque they are reported very strong, but two years since, at this time of the year, I was off there for several days, and I had very little, if any. You may pass the cape quite close; the soundings will be your guide; if you have current it will be to the westward before making the cape; after passing it, it will be to the southward and westward. Coal will be your great want, for without it you can effect but little. There are some places where it may be obtained. Your supply, after leaving Pointe à Pitre, will enable you to steam some 5,000 or 6,000 miles. The ports to the north of Rio de Janeiro are Cayenne, Maranham, Surinam, Para, Pernambuco, Santos, Bahia, and perhaps at Rio Grande. The *Sumter* coaled at Surinam. To some of the above ports steamers go. The winds off the cape and under the equator at this season of the year are from the S. S. E. to E. S. E., and at times fresh, but I think you will have a smooth sea.

It is reported that the rebels intend to coal at Santos, where, it is said, they have sent a coal vessel.

* See p. 60.

At Fernando de Noreña you will ascertain what truth there is in the report of the *Alabama* having been received there. This information will be desirable for the Government.

The duration and extent of your cruise will be left to your judgment. On returning, you will repair to New York, and your nearest and best route is to touch at St. Vincent, Cape Verde [Islands], where coal is always to be obtained, but should you deem it advisable to return this way you will find coal at Pointe à Pitre or St. Thomas, or, falling in these, at San Juan, Puerto Rico, and perhaps at Cape Haitien Harbor. I need only add that you have my best wishes for your success in falling in with the pirates, for I am satisfied you will give a good account of yourself.

Wishing you a pleasant time,

I am, very respectfully, your obedient servant,

[CHARLES WILKES,]

Commanding West India Squadron.

Commander C. H. BALDWIN, U. S. Navy,

Commanding Steamer *Vanderbilt*.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, notifying him of the appearance of the U. S. vessels Clarence and Tacony off the Atlantic Coast.

NAVY DEPARTMENT, June 17, 1863.

SIR: I deem it proper to inform you that a rebel privateer, the brig *Clarence*, a prize to the *Florida*, has appeared off the capes of Virginia and has committed several outrages upon our commerce.

On the 12th instant, nearly in sight of Cape Henry, she captured the bark *Tacony*, of Philadelphia, and took her in place of the *Clarence*, which they destroyed. The same day the schooner *M. A. Shindler* was burned and the schooner *Kate Stewart* was ransomed for \$7,000. Previous to this, on the 6th of June, the *Clarence*, or *Coquette*, as she was called, captured and burned, in latitude 33° 38' N., longitude 71° 29' W., the bark *Whistling Wind*, on the way from Philadelphia to New Orleans and loaded with coal shipped by this Department.

The captain of the *Whistling Wind* states that he learned from persons on board the *Clarence* that the *Florida* had armed two or three other vessels, which were then cruising in that vicinity, where they were to meet the *Florida* and the steam privateer *J. C. Calhoun*.

The *Tacony* is commanded by O. W. Read, formerly a midshipman in the U. S. Navy.

Very respectfully, etc.,

GIDEON WIBLES,

Secretary of the Navy.

Acting Rear-Admiral J. L. LARDNER,

Commanding West India Squadron, Havana, Cuba.

Letter from the Secretary of the Navy to Captain Phillips, late commanding ship Dictator, requesting description of U. S. S. Georgia, by which the former vessel was captured and burned.

NAVY DEPARTMENT, June 17, 1863.

SIR: Will you be kind enough to furnish the Department with a description, as far as you are able, of the rebel steamer *Georgia*, which

captured and burned the ship *Dictator*, under your command? It is thought she is the *Japan*, or *Virginia*, which sailed from England about the 10th of April last. But the *Virginia* is said to be a screw steamer of 500 to 700 tons, clipper-built, fiddle-bow figurehead, short, thick funnel, and a new vessel, with an armament of five guns. This does not correspond with the description that has been given of the *Georgia*.

Any information that you may be able to give as to the names of her officers, the number of her crew, etc., would also be gladly received.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain PHILLIPS,
Late Captain of Ship Dictator, New York.

Letter from George M. Phillips, late commanding ship Dictator, to the Secretary of the Navy, giving description of the U. S. S. Georgia.

BOSTON, June 23, 1863.

SIR: I am in receipt of yours of 17th instant, requesting me to furnish the Department with the description of the vessel that captured the ship *Dictator*. This steamer sailed from England about the 8th of April under the name of *Japan*, the same name being on her bows when she captured my ship, but they call her the *Georgia*. She is a common iron screw steamer, 600 to 700 tons, clipper-built, fiddle head, full poop, brig rigged, short, thick funnel, and a new vessel, with an armament of five guns. Her crew consists of about 15 officers and 70 men. All of the crew and some of the officers are English. I here give the names of the Americans on board: The commander, Maury; First Lieutenant Chapman, Second Lieutenant Evans, Sailing Master Ingraham, Midshipmen Morgan and Walker. All the rest are English and Scotch.

It was impossible for me to ascertain anything more about this vessel, as they forbid me to leave the quarter-deck or to hold any intercourse with anyone on board.

I am, your obedient servant,

GEORGE M. PHILLIPS,
Late of Ship Dictator.

GIDEON WELLES,
Secretary of Navy.

Letter from the Assistant Secretary of the Navy to the president of the Pacific Mail Steamship Company regarding protection against Confederate cruisers in the Pacific.

NAVY DEPARTMENT, June 18, 1863.

SIR: I have your letter of the 15th instant and its enclosure.*

It is very important that dates should be given, as on the 20th of May, by dispatches from the *Mohican* at Pernambuco, the whole of the

* See pp. 350, 351.

pirates, three in number, were at Bahia. In reference to the remarks of General Totten about the vessels of the Pacific Squadron, I would say that the *Saranac* is not broken down and there are five vessels in the Pacific, either one of which is more than a match for all three of the pirates. The fatal mistake is the detention of the *Vanderbilt* by Acting Rear-Admiral Wilkes, contrary to her orders, which were for her to go to Fernando de Noronha and the coast of Brazil.

Very respectfully, etc.,

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

ALLAN MCLANE, Esq.,
New York.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, urging the capture of steamer Gibraltar, late C. S. S. Sumter.

NAVY DEPARTMENT, *June 18, 1863.*

SIR: I transmit herewith extracts* from consular dispatches in reference to suspicious vessels. Your particular attention is called to the statements regarding the steamer *Sumter*, now *Gibraltar*. This vessel should be captured wherever fallen in with on the high seas, or without neutral jurisdiction.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral J. L. LARDNER,
Commanding West India Squadron, Havana, Cuba.

Letter from Messrs. Nesmith & Sons to the Secretary of the Navy, urging the importance of protection to American commerce off the coast of Brazil.

NEW YORK, *June 18, 1863.*

SIR: We have ships bound to and from the Pacific and Indian oceans crossing the track infested by the pirates now rendezvousing on the coast of Brazil. In consequence of their depredations the premium for war risk on those voyages has risen from 1½ per cent to 7½ to 10 per cent rates, which, with the ordinary rate for marine risks, the business can not afford, and will result in driving American commerce from those waters and throwing it entirely into the hands of our foreign rivals unless the pirates can be captured or driven off.

Yours, respectfully,

NESMITH & SONS.

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

* Not found.

Letter from Messrs. Sprague, Soule & Co. to the Secretary of the Navy, requesting that their steamers Saxon and Norman be furnished with armament as a protection against Confederate cruisers.

BOSTON, June 18, 1863.

SIR: We are agents and part owners of the screw steamers *Saxon* and *Norman*, running weekly between this port and Philadelphia. It has occurred to us that it would be a protection to our steamers against the pirates on the coast, as well as a public advantage, to have each vessel armed with two rifle guns. As it would be of no advantage to us to have this armament, except temporarily while the danger lasts, we do not like to be at the expense of purchasing it, and would therefore ask you if you could furnish us with it, either in Philadelphia or Boston, to be returned when you shall direct.

We are, very respectfully, your obedient servants,

SPRAGUE, SOULE & CO.

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

Letter from the Secretary of the Navy to the commandant navy yard, Philadelphia, relative to U. S. S. Saratoga.

NAVY DEPARTMENT, June 19, 1863.

SIR: Your letter of the 17th instant has been received. The Department approves of your suggestion for the preparation of the *Saratoga*, and she had better be sent to the [Delaware] Breakwater as early as practicable. Officers will be immediately detailed, and instructions have been given for men to be transferred from New York to Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Letter from the Secretary of the Navy to Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, enjoining a continued search for Confederate cruisers.

NAVY DEPARTMENT, June 20, 1863.

SIR: I have received your dispatches reporting your movements in pursuit of the rebel privateers.

The Department is glad to perceive that you availed yourself of the first information of the rebel steamers being in reach to pursue them, and is pleased with the earnestness that appears to actuate you. You will continue to follow them wherever they may go.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain O. S. GLISSON,
Commanding U. S. S. Mohican, Bahia, Brazil.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of his having relieved Acting Rear-Admiral Wilkes, U. S. Navy, at St. Thomas, West Indies.

U. S. S. TICONDEROGA,
St. Thomas [West Indies], June 20, 1863.

SIR: I have the honor to report my arrival here on the 17th instant, and to inform the Department that I have this evening relieved Acting Rear-Admiral Wilkes and assumed the command of the squadron.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, late commanding West India Squadron, of the transfer of command, transmitting copy of information and plan of operations furnished to Acting Rear-Admiral Lardner, U. S. Navy.

U. S. S. ALABAMA,
Off St. Thomas [West Indies], June 20, 1863.

SIR: I have the honor to inform the Department that, agreeably to its order, I transferred the command of the West India Squadron to Commodore James L. Lardner this day at 6:30 p. m., being at the time in the harbor of St. Thomas, and in so doing furnished him a letter, of which the enclosed is a copy.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

FLAG-STEAMER ALABAMA,
St. Thomas [West Indies], June 20, 1863.

SIR: In transferring the command of the West India Squadron to you, in obedience to an order from the Navy Department, I transmit for your information a list* of vessels engaged, or supposed to be engaged, in contraband trade, together with sundry communications recently received from the Department, enclosing extracts from consular dispatches relative to contraband traders.

I also transmit a communication from the Bureau of Equipment and Recruiting in relation to coal for the squadron. Also a communication from Rear-Admiral Farragut and a letter from Captain Emmons in regard to the *Oneida*, which vessel the Department, in a communication dated March 6, ordered to return to her station. She is now cruising among the Windward Islands. A copy of her orders is herewith enclosed.

I also transmit a special warrant in relation to the suppression of the African slave trade, issued by the Department, and English and Danish treaties. Also a number of printed copies of circulars and general

* Enclosures not found.

orders from the Department, copies of which have been distributed to the squadron. I also turn over a set of charts of the island of Cuba. Also a number of copies of the annual report of the Secretary of the Navy, recently received, to be distributed among the squadron. The *Vanderbilt*, *Alabama*, and *Gemsbok* have been supplied. I also transmit a letter from the governor of Martinique.

I have to inform you that the vessels of the squadron are disposed of as follows:

The *Tioga*, Commander A. G. Clary, and *Octorara*, Commander N. Collins, are detailed to cruise in the North West Providence Channel and about the Bahama Banks. They coal and get provisions at Key West.

The *Rhode Island*, Commander S. D. Trenchard, and *Santiago de Cuba*, Commander R. H. Wyman, cruise in the Windward Passage and to the north on the offshore ground to the eastward of Abaco. They coal and provision at Cape Haitien.

The *Juniata*, Commander [J.] M. B. Olitz, is cruising off The Havannah, between Cardenas and Bahia Honda. She coals and provisions at Havana and Key West.

The *Mercedita*, Commander G. M. Ransom, is engaged to convoy the California steamers. She may coal at Cape Haitien.

The *National Guard* is employed as a coal and provision vessel at Cape Haitien Harbor.

The *Gemsbok*, Acting Master O. Thacher, is employed as a coal and provision vessel at this port.

The *Shepherd Knapp*, Acting Volunteer Lieutenant Commanding H. S. Eytling, is lost.

The *Sonoma*, Commander T. H. Stevens, and the *Wachusett*, Lieutenant-Commander O. E. Fleming, have gone home.

There is coal for the squadron, belonging to the Government, at the following places. At Curaçao, about 1,600 tons; expected 1,000 tons more. At Pointe à Pitre, Guadeloupe, 1,300 tons, minus the quantity recently taken by the *Oncida* and the *Vanderbilt*, say about 350 tons. At Havana, about 600 tons. On board the *Gemsbok*, at this place, 125 tons.

I enclose statements of provisions and stores on hand. In this connection I would state that coal may be obtained on purchase at St. Iago [Santiago] de Cuba and Cienfuegos, south side of Cuba, and at San Juan, north side of Puerto Rico.

I have to inform you that I have approved of requisitions for \$3,000 each for the *Rhode Island* and *Santiago de Cuba*. The money is on board of this vessel and will be placed in the hands of the respective paymasters on the *Alabama* meeting with them.

The officers who came out in the *Ticonderoga* to join the squadron have been ordered to duty on board of vessels of the squadron most in need of them. The usual round of cruising of the vessels of the squadron is from this port by way of the Windward Islands as far as Barbados, Tobago, and Trinidad, thence down the main to Curaçao, looking in at the different islands and anchorages on that route, returning by way of Martinique and Guadeloupe, coaling at Pointe à Pitre, of the latter island.

Martinique requires, in my opinion, more watching than any other, as the rebel vessels have been and may be supplied there. The inhabitants are very much disposed to aid them.

Vessels bound here from to leeward pass on the north or south side of San Domingo, through the Mona Passage, thence on the north or

south side of Puerto Rico. From here westward they take the opposite sides, looking into the various ports. Those in the Windward Passage look in at the island of Jamaica.

If bound farther to the westward they pass on the south side of Cuba, touching at St. Iago [Santiago] de Cuba and Cienfuegos and the island of Grand Cayman; thence around Cape San Antonio to Havana or Key West, or they pass through the Old Bahama Channel to Havana and Key West, examining the various islands and ports on the coast, looking for slavers as well as cruisers; or else they pass among the islands to the northward and through the North East Providence Channel, where they cruise during the dark nights of the moon.

All the vessels have good pilots. Those employed to the northward frequently pass down the Tongue of the Ocean and over the banks to the Old Bahama Channel. The *Alabama* has been employed cruising among the Windward Islands in company with the *Oneida*.

Perhaps it may be well to mention to you in this place, although I have done it verbally, the necessity I have found of keeping the vessels cruising in pairs to support each other in the event of any rebels being found in the ports, the better to blockade and insure their capture or prevent their escape. The duties of the flagship have been to take part, when occasion required, on any of the stations, and to visit them as often as possible and the ports where information is to be obtained. For this purpose it is necessary to have the fleetest vessel employed and ready at all times for instant movement. Indeed, on her movements principally depend the efficiency of the squadron. Great difficulties have had to be encountered in the discharge of my duties, which I hope you will not experience.

I enclose reports from Commanders Wyman and Collins in reference to the boilers of their respective vessels.

As respects provisions, clothing, and small stores, there has been great difficulty in our being supplied, both in quantity and quality. Those received at Key West, from whence we have drawn principally, have been inferior, and oftentimes the provisions have had to be condemned. This especially refers to the flour, beef, and bread; besides, at this port at times a supply could not be obtained. Two small supplies have been received by the *National Guard*, but totally inadequate to our wants. I have addressed the Department on this subject and requested a supply to be sent to the *National Guard* at Cape Haitien, deeming her the best depository for that purpose, as occupying a central position.

Provisions have been procured at St. Thomas and The Havannah, and may be obtained in limited quantities at Pointe à Pitre and Curaçao, where may also be found some descriptions of small stores required, but I view it as indispensable that the squadron should have an independent supply.

I deem it proper to inform you that arrangements have been made with all the consuls to forward to me by mail or other means as speedily as possible any information in regard to the movements of rebel cruisers or in reference to suspicious vessels.

Having now furnished you with all the information I possess in relation to this service and the details of my operations, I have but to wish you every success in carrying out the views of the Department.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Acting Rear-Admiral, Commanding West India Squadron.

Commodore J. L. LARDNER, U. S. Navy,
To Command the West India Squadron.

Report of Commander Wyman, U. S. Navy, commanding U. S. S. Santiago de Cuba, of the capture by that vessel of the steamer Victory, of Charleston, S. C.

U. S. S. SANTIAGO DE CUBA,
At Sea, June 22, 1863.

SIR: I have the honor to report that on the 21st instant, at 5 p. m., I captured the steamer *Victory*, of Charleston, after a chase of five hours. At the time of capture the vessels were in latitude 25° 44' N., longitude 75° 24' W., Palmetto Point, Eleuthera Island, being the nearest land and bearing S. W. $\frac{3}{4}$ W., 55 miles.

Commencing the chase, the steamer was but just visible from aloft, to the eastward of this vessel and steering to the S. W. On discovering us she changed her course to the eastward, and as we approached within range of our forward rifle gun to the northeastward, making every effort to escape, burning the resin which she had on board and throwing overboard a portion of her deck load of cotton, about 147 bales. She showed no colors, and no papers were found on board (they having been, as was stated, thrown overboard) excepting her commander's appointment, a copy of which I herewith enclose. The original I forward to the prize commissioners at Boston, Mass., where I have ordered her to proceed, unless from stress of weather she may be obliged to make a more southern port.

The *Victory* was formerly the *Carolina* (propeller), an iron boat about 600 tons, built at Wilmington, Del., in 1861. As far as I can ascertain, she has now on board about 875 bales of cotton, 1,000 pounds of tobacco, and 30 barrels of turpentine. She was cleared from Wilmington, N. C., and sailed from there on the 17th instant.

The *Victory* had on board and was burning anthracite coal, obtained from an American vessel at Nassau, New Providence. The name of that vessel I have not been able to obtain.

At the time of capture there were no United States vessels in sight. Seventy-nine bales of the cotton thrown overboard from the *Victory* were picked up by the U. S. gunboats *Tioga* and *Octorara*, about 12 or 15 miles to westward of the position of capture. These have been shipped in the *Victory*, by order of Commander Olary, for the benefit of the salvors. I send this vessel to Boston, Mass., in charge of Acting Master F. G. Prior, U. S. Navy, attached to this vessel.

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

R. H. WYMAN,
Commander, U. S. Navy, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the chase by that vessel, in company with U. S. S. Santiago de Cuba and Tioga, of the steamer Victory, of Charleston, S. C.

U. S. STEAMER OCTORARA,
Stirrup Cay, Bahamas, June 23 [22], 1863.

SIR: I have the honor to report that yesterday about noon we fell in with the U. S. steamers *Tioga* and *Santiago de Cuba*. About the same time a sail, which proved to be the rebel steamer *Victory*, of Charleston, was signaled by the former to the eastward, when the three vessels

started in chase, the *Santiago de Cuba* leading, she being the fastest. About 3 p. m., in latitude about $25^{\circ} 44'$ N., longitude $75^{\circ} 52'$ W., we saw floating in the water a quantity of cotton, and as the strange steamer was in sight only from the masthead, and as we were not gulling on her, we gave up the chase and succeeded in saving $40\frac{1}{2}$ bales of upland and 3 bales sea-island cotton.

The *Santiago de Cuba* kept up the pursuit, and about 5 p. m. captured her.

I send the cotton to Boston in the *Victory* for adjudication.

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

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Olary, U. S. Navy, commanding U. S. S. Tloqa, of the shipping of cotton for adjudication by the captured steamer Victory.

U. S. GUNBOAT TIOGA,
At Sea, Lat. $25^{\circ} 40'$ N., Long. 76° W., June 21, 1863.

SIR: I have the honor to inform you that, while in company with U. S. steamers *Santiago de Cuba* and *Otorara* at this date, made a strange steamer at noon to the eastward and all gave chase. At 3:30 p. m. saw a large quantity of cotton afloat, and the *Santiago de Cuba* ahead out of signal distance and likely to overhaul the chase, hove to in company with the *Otorara* and picked up $37\frac{1}{2}$ bales or parcels of cotton.

The following day, the *Santiago de Cuba* returning in charge of the English steamer *Victory*, shipped the cotton on board of her for Boston for adjudication, enclosing our prize-crew list for the same.

Very respectfully, your obedient servant,

A. G. OLARY,
Commander, U. S. Navy.

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

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of intended departure for Japan for the protection of American interests there.

U. S. SHIP JAMESTOWN,
Macao [China], June 22, 1863.

SIR: I have the honor to inform the Department of the arrival here of this ship on the 2d instant. Since, we have been occupied in refitting ship and getting provisions and stores wherever they were to be had, the Government having nothing of the kind on hand here. Mr. Speiden, the U. S. naval storekeeper at Hongkong, has furnished most of the articles required by purchase.

The ship will be ready for sea in a few days, when I shall proceed north as far as Shanghai, and from thence to Japan, unless intelligence of a more peaceful character is received. The American minister's house there was burned some weeks since, and most of the foreigners had left or were preparing to do so, particularly families. The *Wyoming*, at last accounts, was there.

I have heard recently, through the U. S. consul at Calcutta, that the rebel vessel *Roberta* loaded with rice at Akyab, about the 4th April last, for some port in Europe. I have heard of no other rebel vessel east of the Cape of Good Hope. I enquired after this vessel, the *Roberta*, when I touched at the cape in March, and since through the Java and China seas. If I had had a steamer even to have dispatched in quest of her it would have been too late, as she left Akyab before the news reached me, and this ship could not have reached there under two months, at least, with the southwest monsoon prevailing. In fact, a sailing vessel is most inappropriate as a cruiser in these seas.

Lieutenant-Commander Campbell is on shore at this place and too weak to attempt the route homeward by the Isthmus. The surgeon thinks he will live but a short time anywhere. The remainder of the officers and crew are in general good health.

I have the honor to acknowledge the receipt of my commission as captain, and thank the Government for this mark of its consideration.

I am, very respectfully, your obedient servant,

CICERO PRICE,
Captain.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of intended departure from Lisbon, Portugal.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, June 22, 1863.

SIR: The ship is now ready for sea, and I intend sailing to-morrow for Gibraltar and a cruise among the islands to which I am limited by your instructions.

I have requested the consul, in the absence of our minister, Mr. Harvey, to forward to Madeira any communications that may be addressed to me until the 15th of next month, and after that, until the 1st of September, to Fayal.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the possibility of war between England and Japan.

U. S. S. WYOMING,
Yokohama [Japan], June 23, 1863. (Via Marseilles.)

SIR: I regret to have to inform you of the very sudden and unexpected turn of affairs between the English and Japanese, the result of which will be war unless the latter recede from their present determination.

On the 15th negotiations had progressed favorably toward an amicable settlement of the demands, the Japanese agreeing to pay the indemnity, and signed a paper to that effect. Two days subsequently

a minister arrived from Yeddo [Tokio] with the unlooked-for intelligence that his Government repudiated what had been done and positively refused the payment of the demand.

The English minister has now placed the affair in the hands of the admiral for settlement.

Yesterday the admiral addressed a communication to the British consul, to be communicated to British residents (a copy of which was furnished General Pruyn and Consul Fisher), stating that in eight days, yesterday included, he would commence coercive measures unless the demand of his Government were complied with, and that, as he had not a sufficient force for the occupation and protection of Yokohama, he advised the immediate embarkation of the families of the British as well as other foreign residents.

Last evening General Pruyn had an interview with the governor of Yokohama, in which he confessed that he had received an order from the Tycoon to expel all foreigners and that orders to that effect had been sent to the other treaty ports. He had been in receipt of the order ten days, and [it] was to be carried into effect in thirty days. As he had not the power to enforce that order here, he would afford all the protection in his power to the residents of the place, with a hope the order would be rescinded. He stated that the Tycoon was in a very dangerous position at Miako [Kioto], but that once away from there matters would be changed for the better. The governor would leave to-day for Yeddo [Tokio] with a hope of inducing the payment of the money and an amicable settlement of present difficulties.

To-morrow, it has been announced, the regent will pass the Taicado [Saikaido] on his way to Yeddo [Tokio]. Possibly when he sees the threatening state of affairs [he] may recede from their present determination.

I have made all the necessary arrangements in my power in case of hostilities for the protection of our countrymen, and will embark them on the first intimation of immediate danger.

There is an American schooner to sail on the 25th for San Francisco, by which I will write. This I forward by H. B. M. S. *Centaur* to Shanghai.

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

D. McDUGAL,
Commander.

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

Report of Acting Ensign Macy, U. S. Navy, commanding U. S. S. Mercedita, of vessels boarded by that ship from May 9 to 31, 1863.

U. S. S. MERCEDITA,
Cape Haitien Harbor, June 23, 1863.

SIR: The following is a complete list of the vessels boarded by this ship and all the proceedings had thereon from the time of leaving Boston, Mass., May 9, 1863, to May 31, inclusive:

May 13.—Latitude 31° 59' N., longitude 71° 9' W.: American bark *G. W. Horton*, O. Sleeper, master, of Rockland, Me., from New York for Aspinwall; papers found correct.

May 18.—Latitude 22° 31' N., longitude 73° 5' W.: English hermaphrodite brig *Volant*, of Bridgeport, Nova Scotia, Lyons, master,

from Guantanamo, Ouba, for Boston; papers found correct. Latitude $22^{\circ} 28'$ N., longitude $73^{\circ} 17'$ W.: American steamship *Northern Light*, Tinklepaugh, master, from New York for Aspinwall; convoyed her as far as Navassa Island.

May 27.—Latitude $21^{\circ} 42'$ N., longitude $72^{\circ} 35'$ W.: English bark *Helen Augusta*, of Turk's Island, Oscar Outts, master, from Port au Prince for New York; papers examined and found correct.

May 28.—Latitude $22^{\circ} 26'$ N., longitude $73^{\circ} 15'$ W.: American steamship *Ocean Queen*, Wilson, master, from New York for Aspinwall; convoyed her as far as Navassa Island.

May 30.—Latitude $18^{\circ} 54'$ N., longitude $72^{\circ} 45'$ W.: American hermaphrodite brig *R. W. Packer*, S. M. Studley, master, of and from Boston for Port au Prince; papers examined and found correct.

Respectfully submitted.

HENRY G. MACY,

Acting Ensign, in charge of Master's Department.

Commander GEO. M. RANSOM, U. S. Navy.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of preparations for departure from Bahia, Brazil.

U. S. S. MOHICAN,

Bahia [Brazil], June 23, 1863.

SIR: I shall sail for Ceará and As Rocas as soon as I can get my coal in and do some necessary repairs on the engines, which will take about a week to complete.

I am, very respectfully, etc.,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Wyman, U. S. Navy, commanding U. S. S. Santiago de Cuba, relative to blockade runners.

U. S. S. SANTIAGO DE CUBA,

Off Little Stirrup Cay, Bahamas, June 21, 1863.

SIR: I ascertained from persons on board the captured steamer *Victory* that a cargo of anthracite coal was taken to Nassau, New Providence, by the American brig *Glencoe*, and that an American schooner was there at the same time loaded with coal.

A few days before the sailing of the *Victory* the steamer *Sirius* sailed from Charleston, S. C., with 15 Confederate naval officers, bound to Nassau to join Raphael Semmes.

Several of these blockade runners are commanded by Confederate naval officers and are said to belong to the Government. The only name I can ascertain is that of the *Giraffe*, or *R. B. Lee*, commanded by John Wilkinson, formerly of the U. S. Navy. There seems no reason to suppose that any of them are armed.

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

R. H. WYMAN,
Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, relative to the movements of the vessels of his command.

FLAGSHIP TICONDEROGA,
St. Thomas, West Indies, June 25, 1863.

SIR: As Acting Rear-Admiral Wilkes sailed from this port immediately after hauling down his flag from the *Alabama* on the 20th instant I had only time, in a few words, to report the fact to the Department and that I had assumed command of the squadron.

The position of the different ships, as I was then informed, is as follows:

The *Mercedita*, Commander Ransom, looking out for the California ships between the islands of Mariguana and Navassa.

The *Tioga*, Commander Olary, and the *Octorara*, Commander Collins, are cruising in the North West Providence Channel and about the Bahama Banks.

The *Rhode Island*, Commander Trenchard, and the *Santiago de Cuba*, Captain Greene (Commander Wyman), are in the Windward Passage and to the north of Abaco.

The *Juniata*, Commander Olitz, is off Havana and between Cardenas and Bahia Honda.

The *Alabama*, Commander Nichols, has gone to Havana.

The *Oncida*, Lieutenant-Commander W. N. Allen, has been cruising off the island of Martinique. I shall send her to the Mississippi as soon as an order can be taken to her commander.

I beg leave to suggest to the Department, referring to that part of its instructions which directs, in case of the rebel cruisers leaving the West Indies, "two of the most powerful and swiftest of the steamers should be sent after them," that these vessels are not well adapted to visit a distant station; none of them are fast; their capacities for sailing are very limited; several of their boilers are defective, and they are unprovided with letters of credit for obtaining supplies. There is no further reliable information concerning the rebel cruisers than that they were last heard from on the coast of Brazil.

The Danish authorities appear to have the best feelings for our Government. My visit to them was cordially received, and returned by the governor on the following day.

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

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding disposition of prizes.

NAVY DEPARTMENT, June 25, 1863.

SIR: On the 30th of March last the Department ordered Rear-Admiral Wilkes to send, until otherwise instructed, all captured steamers to Boston. This order is hereby revoked, and the previous instructions to send a fair proportion of prizes to that port will be considered in force.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral JAMES L. LARDNER,
Commanding West India Squadron, Havana, Cuba.

Report of Commander Wyman, U. S. Navy, commanding U. S. S. Santiago de Cuba, of the capture by that vessel of the steamer Britannia.

U. S. S. SANTIAGO DE CUBA,
At Sea, Lat. 21° 1' N., Long. 74° 41' W., June 26, 1863.

SIR: I have the honor to report to the Department the capture of the steamer *Britannia* by this vessel on June 25 in latitude 25° 43' N., longitude 74° 35' W, Palmetto Point, Eleuthera Island, bearing W. S. W., distant 90 miles.

The *Britannia* sailed under the British flag from Charleston, S. C., on the 21st instant, bound to Nassau, New Providence. At 5:30 a. m. of the 25th instant, while conveying past Abaco the captured steamer *Victory*, saw black smoke to the N. E.; chased immediately; the chase continued until 7 p. m., we gaining slowly; at that time she was within range of our rifle gun, and, the shot falling close around her, she brought to.

The *Britannia* is an iron side-wheel vessel of 371 tons gross measurement, 275 tons registered (English measurement); she is 2 years old, well built, and has a good marine engine; she draws about 8½ feet of water, and ran from this vessel at the rate of about 9 to 10 miles an hour against a strong wind and considerable sea. Should iron boats be required by the Department, I judge she would make a very good light gunboat.

The papers connected with her present voyage, which is the third, were all thrown overboard, excepting the invoice of cargo, which gave 422 bales of cotton, valued at \$107,086.90; 91 bales of this was sea-island cotton. A portion of the deck load was thrown overboard during the chase, but, from having considerable private venture on board, I judge that there remains in her at least 400 bales.

I send the *Britannia* to the port of Boston, Mass., in charge of Acting Master E. O. Merriman, U. S. Navy.

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

R. H. WYMAN,
Commander, U. S. Navy, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Olitz, U. S. Navy, commanding U. S. S. Juniata, to the Secretary of the Navy, transmitting correspondence with the U. S. vice-consul-general at Havana, Cuba, regarding territorial jurisdiction.

U. S. S. JUNIATA,
At Sea, June 26, 1863.

SIR: I herewith enclose you a copy of a letter addressed by me to Thomas Savage, esq., U. S. vice-consul-general of Cuba, and also his reply.

I have the honor to be, your obedient servant,

J. M. B. OLITZ,
Commander.

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

[Enclosures.]

U. S. S. JUNIATA,
Havana, June 16, 1863.

SIR: Yesterday afternoon, when about 12 miles N. E. of Bahia Honda, we were boarded by an officer from her Catholic Majesty's frigate *Blanco*. He was the bearer of a message from the commodore, to the effect that he had been instructed by his Excellency the governor of Cuba to require that we should not at night approach nearer the land than 6 miles. To this I replied that according to the law of nations territorial jurisdiction extended a marine league from the coast and no farther.

At a second visit, made shortly after, the officer repeated the above requirement, but stated that the commodore would probably visit Havana in a day or two, and might then receive new instructions. Of course I did not recognize any such authority, but with the assurance that my movements should be in conformity with the law and usages of nations, I continued to cruise as had been my previous custom.

Prior to and after our communication the frigate remained in our immediate vicinity, evidently for the purpose of watching our movements.

I make the above statement to enable you to take such action in the matter as you may deem necessary.

I am, sir, your obedient servant,

J. M. B. OLITZ,
Commander.

THOS. SAVAGE, Esq.,
Vice-Consul-General, in charge of the Consulate, U. S.,
Havana, Cuba.

CONSULATE-GENERAL OF THE UNITED STATES,
Havana, June 25, 1863.

SIR: On Monday, the 22d instant, I paid a visit to his Excellency General Herrera, the present commander in chief of her Catholic Majesty's naval forces on this station, to congratulate him on his appointment to this important command. In the course of the interview I mentioned the subject of your letter to me of the 16th instant, viz, the message sent to you on the afternoon of the preceding day by the commanding officer of her Catholic Majesty's frigate *Blanco*, that "he had been instructed to require that you [our cruiser] should not at night approach nearer the land than 6 miles." I understood his Excellency to say it was a standing order from the Supreme Government at Madrid; but as he was aware that the United States do not recognize over 3 miles of territorial waters, he could not see how he could carry out that order without risking a conflict, which he was not willing to do. The interview was in all respects a pleasant one, leading me to believe that we need apprehend no difficulty with the Spanish authorities on that score. It would be well, in my opinion, to bring the subject to the attention of our Government. I will do so by the first opportunity.

I am, very respectfully and truly, your obedient servant,

THOS. SAVAGE,
Vice-Consul-General, in Charge.

Commander J. M. B. OLITZ,
Commanding U. S. S. Juniata, Present.

[Endorsement.]

The marine league is the limit of territorial jurisdiction that can be recognized. While this can not be permitted to be extended, it will be advisable not to give unnecessary offense in the matter.

W[ELLES].

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of the capture by that vessel of the British schooner Julia.

U. S. S. TIOGA,

At Sea, Lat. 25° 53' N., Long. 76° 8' W., June 27, 1863.

SIR: I have the honor to inform you of the capture of the English registered schooner *Julia*, of 38 tons, James Gordon, master, of and for Nassau, Bahamas, from Georgetown, S. C., United States. She has an English crew list, a rebel manifest and clearance, of date June 12, a rebel and English flag on board. I enclose herewith a letter found on board addressed to a Mr. Merriman, Quartermaster's Department, Washington, D. C. The schooner's cargo consists of 63½ bales cotton and — barrels resin. I send her to Key West for adjudication, in charge of Acting Master A. B. Pierson. Accompanying this is the prize crew list.

I take this opportunity to apprise the Department of the want of success in our cruising for contraband steamers, having chased eleven in five months, seven of these under very favorable circumstances, only capturing two, compelling one to throw overboard his cargo, and running one upon the rocks, and left in charge of wreckers, with 1,000 bales cotton.

I can not hesitate to say that with a gunboat of 1 or 2 knots more speed (ours being from 9 to 11½) I could have captured half this number, partly breaking up this trade or ruining the parties engaged in it. I know their routes and haunts (have chased three within five days), and could almost guarantee the capture of two per month.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander.

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

Order of the commandant navy yard, New York, to Commander Cooper, U. S. Navy, commanding chartered steamer Star of the South, to cruise for the protection of commerce.

NAVY YARD, NEW YORK, June 28, 1863.

SIR: Proceed to sea with the *Star of the South*, under your command, and sail to the eastward inshore of the Gulf Stream, for the protection of our commerce. Examine all vessels you fall in with, and be governed by the information you may receive. Return to New York by way of the sound in ten days if you shall not deem it necessary to cruise longer.

Respectfully, your obedient servant.

H. PAULDING,
Commandant.

Commander G. H. COOPER,
Commanding *Star of the South*.

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, transmitting extract from Bahia newspaper containing news of C. S. S. Florida.

U. S. SHIP ONWARD,
Off Pernambuco, Brazil, June 28, 1863.

SIR: Enclosed please find an extract, translated from a Bahia newspaper, which I obtained before I left, giving the latest tidings of the rebel cruiser *Florida*.

I am now coming to anchor off this place for the purpose of obtaining news by the French mail steamer due here from the south of the operations of the *Alabama* and *Georgia*. Shall leave again as soon as I get the news. I have shipped at Bahia three distressed seamen and one ordinary seaman for one year. If my sick list should increase I would not have men enough to man the batteries, and felt it my duty to provide against such a contingency.

Very respectfully, your obedient servant,

J. F. NICKELS,
Acting Volunteer Lieutenant, Commanding U. S. Ship Onward.
Hon. GIDEON WELLES, Secretary Navy.

[Enclosure.]

Extract from the Journal de Bahia, 24th of June, 1863.

[Translation.]

UEARÁ.

On the 13th instant, in the morning, the celebrated steamer *Florida*, of the Confederate States of America, anchored in this port. It is the same that in Pernambuco obtained from the president the term of twenty-four hours, afterwards extended to four days, to receive coal and repair her machinery. She carried the pennant of a vessel of war, and, as we hear from private information given by her crew and the newspapers, she is armed as a privateer, and has already burned twenty-seven merchant vessels belonging to the Federal States of America. As soon as the *Florida* anchored the first lieutenant, accompanied by an interpreter, landed and went at once to the government palace, and in the name of the commander, J. N. Masfitt, asked permission of his Excellency the president of the province to receive coal alone. His Excellency declared to him that his demand should be made in writing; that before any deliberation could be come to the steamer should have no communication with the land. This interdiction was religiously observed, the crew remaining on board, as well as the prisoners, who were already in the boats to come on shore. The president, after having consulted at once with the captain of the port and chief of police, took all the precautions necessary in such cases. Later on the first lieutenant returned to the palace with the written communication of the commander, in which he simply declared that he wanted coal, respectfully asking his Excellency the attention that neutral nations have had toward the steamers of the Confederate States. His Excellency the president of the province immediately resolved to consult the U. S. consular agent ad interim, Mr. Richard Hughes, an English subject, who officially declared that he did not know the flag of that steamer, having therefore nothing to say in the matter. There being, therefore, no motive opposed to the simple concession asked to receive coal, the presidency resolved to give it only for that purpose. The *Florida*, on the following day after her arrival, left the port. It is not known what became of her. While she stayed here nothing worth mentioning occurred. Both the police and custom-house took every precaution to prevent any violation of the laws of the country.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, relative to the movements and depredations of U. S. S. Florida.

U. S. S. MOHICAN,
Bahia [Brazil], June 29, 1863.

SIR: I have to report to the honorable Secretary of the Navy the return of the U. S. S. *Mohican* to this port after a cruise of eighteen days to the northward of this place and near the equator. On my return I called at the island of Fernando de Noronha and also at Pernambuco for news. At the latter place I learned that the *Florida* had gone to the northward. The probability is that the next news that we have of her will be she is in the West Indies. We have no news of the *Alabama* and *Georgia* since they left Bahia. The bark *Lapwing* and brig *Clarence* have never entered any port on this coast. I shall continue to cruise on this coast until further orders from the Department, or until I can get information of them so as to go in chase. At present we are all in the dark as to their movements.

On my arrival at this port I found the U. S. ship *Onward*, Acting Volunteer Lieutenant J. F. Nickels, put in for water. He arrived a day or two after I left and just in time to prevent the English barks *Castor* and *Agrippina* from going to sea, and he kept so close a watch on them that they have sold their cargoes and are nearly discharged. This will prevent the rebel steamers getting coal at sea or at any of the out of the way ports. There is no doubt that these two barks are tenders on the rebel steamers. The *Onward* sailed on the 25th instant, to obey her instructions. She remained by request of our consul until my return, and I hope the honorable Secretary will approve of Lieutenant Nickels's course on this occasion.

The French mail steamer has this moment arrived from Rio, and brings news that the *Florida** captured, in latitude 15° S. and longitude 34° W., on the 18th of June, the American ship *Jabez Snow* and bark *Amazonian*; that on the 24th [14th] June the *Georgia* burned the *Good Hope* and ransomed the *George Griswold* [June 8] and the *J. W. Seaver* [June 14], and sent the crews of the captured vessels into the port of Rio in the ransomed vessels. I sail immediately in chase.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. ship Constellation, relative to the construction in England of a Confederate cruiser as a commerce destroyer for the Mediterranean Sea.

U. S. SHIP CONSTELLATION,
Leghorn, Italy, June 29, 1863.

SIR: I have the honor to inform the Department that I have learned from many private sources, which I have every reason to believe reliable, that a very fast steamer, said to be called the *Southerner*, has been built in England, destined for a Confederate cruiser against the United States commerce in the Mediterranean, and from the fact that a rebel commander, T. Jefferson Page, late of the U. S. Navy, is now at Florence and believed to be awaiting the arrival of this steamer with the

*The *Jabez Snow* was captured May 29 and the *Amazonian* June 2, by the *Alabama*.

intention of assuming the command, I have reason to believe these reports to be true. It is said, and generally believed here, that this vessel will arrive in a Mediterranean port with regular papers and cargo, but in all respects fitted in such a manner that she can at once be converted into a privateer. I have therefore believed it to be my duty to lay these facts before the Department, trusting that a well-armed United States steamer may be speedily sent into the Mediterranean with a view to aiding in preventing the destruction of our extensive commerce in this sea.

At this season of prevailing calms the *Constellation*, though an efficient vessel of her class, could not successfully pursue a steamer.

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

HENRY K. THATCHER,
Commodore.

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

Report of Commander Wyman, U. S. Navy, commanding U. S. S. Santiago de Cuba, of detention at Port Royal, S. C., for coal and repairs.

U. S. S. SANTIAGO DE CUBA,
Port Royal, S. C., June 29, 1863.

SIR: The captured steamer *Britannia* having on board but one day's coal, and not being able to coal her from this vessel, our coal being nearly expended in a cruise of three weeks, as this vessel's boilers, etc., require repairs which can not be accomplished without the assistance of a machine shop and mechanics, and as I had been informed by Commanders Clary and Collins that the mechanics would leave Key West on the 1st day of July, I have taken the *Britannia* in tow to this port, where I hope to be able to have the necessary repairs on the boilers, etc., of this vessel completed in about two weeks.

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

R. H. WYMAN,
Commander, U. S. Navy, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Messrs. Alpheus Hardy & Co. to the Secretary of the Navy relative to the protection of the fishing interests on the New England coast.

BOSTON, June 29, 1863.

DEAR SIR: Following the permission* granted by you, and in connection with Commodore Montgomery, we have dispatched the schooner *Thos. Woodward*, Lieutenant Commanding John H. Welsh, fully armed by the commodore (including two 32-pounders), and manned by 30 resolute Gloucester fishermen.

She is ordered to cruise on our coast, visiting the fishing grounds, and report within twenty days at some point between this and Halifax. We are also now fitting two similar schooners, but as the *Tacony* is destroyed and we know of no like craft on our coast we shall wait a few days, when, if no new pirate appears, we shall dispatch them to cruise for two or three weeks among the fishermen, to protect them in

their important pursuits. We feel that if no pirate appears we have no authority to continue, unless you give us additional liberty to have them retained as coast guards and protectors to fishermen, the Government assuming the expenses after the special service ceases for which the merchants offered them and will pay them.

It is the opinion of good judges in this community that sharp, broad, fast schooners, with two 32-pounders, are the best guards, short of steamers, for our coast and fishing grounds.

The two schooners now fitting are especially suited to the Bay [Gulf] of St. Lawrence, where there will soon be the usual large fishing fleet of several hundred sail, and where the shoalness of the fishing grounds and harbor would render a large ship unserviceable.

We remain, respectfully and truly, yours,

ALPHEUS HARDY & Co.

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

Letter from Timothy Davis, esq., to the Secretary of the Navy, requesting that guns be furnished for the port of Gloucester.

BOSTON, June 29, 1863.

SIR: There is need of fortifications at the port of Gloucester. At present the property there is absolutely at the mercy of the most insignificant rebel privateer.

I have just had an interview with the ordnance officer at Charlestown. He has there a good supply of old-style 32-pounder guns which he has no use for. He would gladly furnish our people with these if he had authority. I respectfully but earnestly ask you to instruct the ordnance officer to place at my disposal for service at Gloucester eight of these guns, mounted. I will guarantee the safety and good care of this property until a more formal arrangement is made.

Will you do me the great favor to telegraph me on receipt of this letter?

Very respectfully, your obedient servant,

TIMOTHY DAVIS.

Hon. SECRETARY OF THE NAVY.

[Endorsement.]

Replied by telegram that orders had been given the commandant at Boston navy yard to furnish the necessary guns and ammunition.

Bureau of Ordnance, July 1, 1863.

H. A. WISE.

Order of the Secretary of the Navy to the commandant navy yard, Boston, regarding the U. S. S. Cambridge.

NAVY DEPARTMENT, June 29, 1863.

SIR: If you think there are any other privateers on the coast you can send the *Cambridge* in pursuit of them; if not, direct Commander Spicer to proceed with her to Hampton Roads and report to Acting Rear-Admiral S. P. Lee for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore JNO. B. MONTGOMERY,
Commandant Navy Yard, Boston.

Letter from committee of citizens of Boston to the Secretary of the Navy relative to the protection of fisheries in the Gulf of St. Lawrence against Confederate cruisers.

BOSTON, June 29, 1863.

SIR: Your telegram* of the 27th reached me yesterday morning.

Neither Mr. Upton nor Mr. Frazar signed the petition of the 25th, and do not approve of sailing vessels for the protection of the fisheries in the Gulf of St. Lawrence and thereabouts, which was the locality alluded to in the petition, and I am inclined, on reflection, to coincide with them.

The committee selected by you to carry out the wishes of the merchants respectfully suggest for your consideration a modification of the suggestion of the merchants, which, on conferring with some of the parties, is approved.

That a propeller like the *Howquah* or the *Iron Age* is what is necessary for the effectual protection of the large fleet centering in the Bay [Gulf] of St. Lawrence, and that the two sailing vessels alluded to in your dispatch should be fitted to cruise in the open seas frequented by our fishermen, and that they should be fast-sailing ships or barks of 500 to 1,000 tons, heavily armed, and capable of contending with such vessels as [the] *Alabama* or *Florida*.

Such vessels as these would be wholly out of place in the waters near the Bay [Gulf] of St. Lawrence, and small fore-and-aft vessels would not afford the requisite protection against steamers of the enemy. On the other hand, the *Tacony* and her successor having been destroyed, the propellers *Iron Age* and *Howquah* can probably be available in a few days, when they must return for coal, for the proper protection of the fisheries aforesaid. The committee will therefore suspend all action until they hear further from the Department by telegram or otherwise.

At the moment there is not a single suitable vessel in this port fit to mount anything but a howitzer.

I am, very respectfully, your obedient servant,

R. B. FORBES,
For the Committee.

HON. G. WELLES, *Secretary of Navy.*

Letter from a committee of the citizens of Gloucester, Mass., to the Secretary of the Navy, requesting the presence of an armed vessel to afford protection on the New England coast.

WASHINGTON, June 29, 1863.

DEAR SIR: The undersigned, a committee chosen by the citizens of Gloucester, Mass., to confer with your Department and request that some armed vessels may be detailed for the protection of the fishing fleet on the coast of New England and in the Gulf of St. Lawrence, would respectfully suggest that one vessel be assigned to cruise from Nantucket to the northeast part of Georges Bank, one from Georges Bank to Cape Canso, and one in the Gulf of St. Lawrence.

Fishing vessels are employed in these waters until the last of November.

Respectfully,

G. P. LOW,
BENJ. H. CORLISS,
JOSEPH O. PROCTOR.

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

* See p. 314.

[Telegram.]

AUGUSTA, June 30, 1863—2 p. m.

(Received at Washington 3:55 p. m.)

The shipping on this entire coast and the various shipbuilding cities and towns are exposed to the depredations of rebel cruisers. The various steamers, coasting and fishing vessels, are without the slightest protection from rebel pirates who are upon our coast and who may swarm here with impunity. They may also enter our rivers and numerous ports and destroy our shipping and shipbuilding towns. For the protection of these latter I have organized State guards at points particularly exposed, and portions of the coast and large towns are defended by the coast defenses. Still our entire commerce on this coast is without protection against rebel armed vessels. To meet the instant necessity of a particular locality—that of Bath, on the Kennebec River—I have temporarily employed a small steamer to guard the approaches to that locality, while other places are equally exposed. The necessity of the case, I respectfully submit, demands the employment of an armed vessel to cruise on this coast for the protection of these interests. I earnestly invite an early consideration of the subject.

ABNER COBURN, *Governor of Maine.*

HON. GIDEON WELLES.

Letter from the Secretary of the Navy to Hon. A. A. Low, president Chamber of Commerce, New York, regarding steps for the protection of commerce.

NAVY DEPARTMENT, June 30, 1863.

SIR: I am in receipt of your communication* of the 24th instant in reference to a convoy to merchant vessels from New York to the British Channel. As soon as the Department receives the memorial stating the views and wishes of the Chamber of Commerce it will take measures to afford such aid as the exigencies demand and the best interests of the commercial marine of the country require.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*A. A. LOW, Esq.,
President Chamber of Commerce, New York City.

Letter from the president of the Portland Board of Trade to the Secretary of the Navy, transmitting resolution requesting protection for the coast of Maine.

[PORTLAND, ME.,] June 30, 1863.

At a meeting of the Board of Trade of this city I have been instructed to communicate the following resolution, and, in view of our extended coast and defenseless condition, trust we shall have a prompt response:

Resolved, That the president of this board request the Secretary of the Navy to station at once one or more efficient war steamers to cruise off the coast of Maine for the protection of our extensive commercial interests.

Yours, truly,

T. C. HERSEY,
*President Board of Trade.*HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* See p. 306.

Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting reports from U. S. revenue officials of Maine regarding the movements of U. S. S. Florida and the need of protection for the harbors of that State.

TREASURY DEPARTMENT, *July 1, 1863.*

SIR: I have the honor to transmit herewith for your information a copy of a telegram* this morning received from the collector of Portland, conveying information of the intended movements of the rebel steamer *Florida*.

I also transmit a copy of a communication from the collector of Bath, Me., in which he makes certain suggestions concerning the defense of the Kennebec River.

The defense of the rivers and harbors of the Union belongs to the Departments of the Navy and War, and I therefore respectfully refer these communications to you. To the full extent of the very limited means of this Department I shall most gladly cooperate in any action you may consider expedient.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
Bath, Me., June 29, 1863.

SIR: You are aware that the ports and harbors of the coast of Maine are in imminent danger of attack by the rebel cruisers now off and near the coast, and that a successful attempt has been made to cut out the revenue cutter in the harbor of Portland. This harbor, and in fact the whole of the Kennebec River, is in an entirely defenseless condition, and the best method of providing a speedy means of defense is to charter or purchase the steamer *Ella Morse*, now here. She is a new steamer of 200 tons burden, very fast and staunch, and is considered by competent judges to be just what we want for the purpose of defending the Kennebec River against the depredations of rebel privateers. I learn from the owners of this steamer that they have been negotiating with the War Department to sell her to the Government and that she can be purchased for \$45,000.

The vast amount of property exposed to destruction on this river renders it necessary that immediate measures be taken to defend it, and I have to suggest the propriety of the purchase or charter of said steamer, or some other suitable vessel, for the purpose.

As there is no revenue cutter or boat stationed here for the protection of the revenue, I would most earnestly suggest that the Government, if it does not see fit to purchase or charter the above-named steamer for that purpose, should procure and place here some other vessel forthwith. A suitable vessel, I think, can be obtained for about \$5,000 and placed here at once.

I am, very respectfully, your obedient servant,

ROLAND FISHER,
Collector.

Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, D. C.

Letter from the Secretary of the Navy to a committee of citizens of Boston regarding vessels for the protection of commerce.

NAVY DEPARTMENT, July 1, 1863.

GENTLEMEN: Your letter* of the 29th ultimo is received.

Alpheus Hardy & Co., by authority of the Department, having sent out one fast-sailing schooner and proposing to send out two others, and the prize steamer *Aries* having also been detailed for coast service, would seem to render any further action on your part unnecessary. The steamer *Iron Age* will also be retained for cruising to the eastward until more definite information is obtained from the coast of Brazil as to the movements of the *Florida*, *Georgia*, *Alabama*, and *Lapwing*, all of which were in the vicinity of that coast May 20, as was also the U. S. S. *Mohican*, and ere this it is supposed the *Vanderbilt* is there, a vessel having been sent from Philadelphia on the 6th of June to St. Thomas, with a repetition of the orders of January last for that steamer to follow these pirates.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Messrs. R. B. FORBES, A. A. FRAZAR, and GEO. B. UPTON,
Boston.

Capture of the British schooner Don José, July 2, 1863.

Report of Commander Olitz, U. S. Navy, commanding U. S. S. Juniata, of the capture by that vessel of the British schooner Don José.

U. S. S. JUNIATA,
At sea, July 2, 1863.

SIR: I have to inform you that at about 7 a. m. to-day we discovered a sail standing to the westward, the wind from the eastward; stood for her and fired a shot ahead of her, when she hoisted English colors and hove to; boarded her, and found her to be the English schooner *Don José*, James Lord, master, of Nassau, New Providence, bound to Havana.

She had no log, no letter of instructions, no course pricked on chart, and her papers are imperfect. She has a crew of eight persons and two passengers.

According to her bill of lading, she has as cargo 100 bags salt, 14 bales cotton, 10 demijohns rum, 1 quarter cask rum. She has also on board a paper which mentions that the cargo is for the Confederate States of America. There was also found on board considerable money in Confederate bills and a few dollars in gold and silver.

The *Don José* was formerly the pilot boat *Edna Jones*, of Key West. I then took possession of her, and sent her to the port of Key West in charge of Acting Master D. G. Tayler and a prize crew of four men, viz, two seamen and two landsmen. At the time of the capture there was no vessel in sight.

I have the honor to be, your obedient servant,

J. M. B. OLITZ,
Commander.

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

* See p. 374.

Letter from the Secretary of the Navy to Commander J. M. B. Clitz, U. S. Navy, calling for a further report in regard to the capture of the schooner *Don José*.

NAVY DEPARTMENT, *January 8, 1864.*

SIR: The seizure of the British schooner *Don José* by the U. S. steam sloop *Juniata*, under your command, on the 2d of July last, has been brought to the attention of this Government by the Government of Great Britain, and the question of proper compensation due to the parties alleged to have been injured by the seizure has been presented for consideration.

I enclose herewith a copy of a letter addressed to the acting British vice-consul at Key West by the U. S. district attorney at that port, in which he states that on a thorough examination of the ship's papers and the depositions of the witnesses examined he was unable to find any facts which warranted the detention of the vessel.

I also enclose a copy of the protest of the master of the schooner against her seizure and the pillaging of the trunks and lockups of the officers and crew.

The Department has on file your report of July 2, 1863, of the seizure of the *Don José*, but at the suggestion of the Secretary of State transmits these papers to you, with a view to more direct explanation. Be pleased to furnish a supplemental report in this matter as early as practicable.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander J. M. B. CLITZ,
Commanding U. S. S. Ocoola, Boston.

Supplemental report of Commander Clitz, U. S. Navy, commanding U. S. S. *Juniata*, regarding the capture by that vessel of the British schooner *Don José*.

U. S. S. OSCEOLA,
Boston Navy Yard, January 18, 1864.

SIR: In compliance with the Department's order of the 8th instant, I have the honor to submit the following supplemental report relative to the capture of the English schooner *Don José* by the U. S. S. *Juniata*, under my command, on the 2d of July last:

The *Don José* was seen about 7 a. m. of the 2d and overhauled. Upon examination I found but one person, the master, to be English; the others, crew and passengers, were Spaniards. She had no log book, no letter of instructions, no course pricked on the chart, and her papers were imperfect.

I marked the imperfect papers to call the attention of the U. S. district attorney to them and sent them by the prize master. In what way the papers were imperfect I can not at this time say, but the imperfections were all pointed out to the prize master.

Among the papers found on board was one stating that her cargo was intended for the Confederate States, and she also had a considerable quantity of Confederate money on board.

The *Don José* was formerly the pilot boat *Edna Jones*, of Key West, and as such had, I was informed, run the blockade previous to my seizure of her.

Considering all the circumstances, I was convinced that she intended running the blockade at some point on the coast, and felt it my duty to send her to the nearest port for trial, which port was Key West.

The crew and passengers were treated kindly, and no complaints were made by anyone to my knowledge of improper conduct on the part of the boarding officer and crew. Our ensign was flying before I fired the gun to bring the schooner by the wind, and I have no knowledge of the English ensign being hauled down at any time.

Of the conduct of the prize master and crew after parting company with the *Juniata* I of my own knowledge know nothing; but upon my arrival at Key West some weeks after I learned that the prize master, Acting Master D. G. Tayler, had been sent North by Acting Rear-Admiral Bailey for drunkenness and subsequently dismissed the service.

I regret that I am now separated from the officers of the *Juniata*, from whom statements might be had which would perhaps be of use to the Government.

Acting Master J. H. Stimpson, U. S. Navy, now, I believe, attached to the U. S. S. *Wachusett*, was the boarding officer at the time of the said capture.

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

J. M. B. OLITZ,
Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of cruise in search of Confederate cruisers.

FLAGSHIP TICONDEROGA,
Curaçao, July 3, 1863.

SIR: On the 27th ultimo, at St. Thomas, I learned that a storeship of the rebel cruisers, the *Lapwing*, was abandoned and burned by her crew near Barbados. Thinking it probable that one or more of them might be drawing toward their old cruising ground, I sailed on the same day for the unoccupied island of Blanquilla, where Semmes had coaled from the *Agrippina*. He had also been there in the *Sumter*. Hearing nothing of him there I came to this place, and will sail to-morrow at daylight for the Windward Islands. Our reception by the authorities has been of the most cordial and friendly character.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Messrs. Alpheus Hardy & Co. regarding the command of vessels furnished by the merchants of Boston.

NAVY DEPARTMENT, July 3, 1863.

GENTLEMEN: Your letter* of June 29 is received.

The merchants of Boston being desirous of fitting out vessels at their own expense for coast protection, notwithstanding the Depart-

* See pp. 372, 373.

ment had already placed forty vessels on the track of the pirates, I did not feel that the Department should throw any obstacles in their way. I therefore directed that they should be commanded by the Navy Department, so that the question of granting letters of marque (which belongs exclusively to the State Department) might not be raised. I shall be happy to command and arm as many vessels as the merchants desire to send out, in the same condition as already asked for.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Messrs. ALPHEUS HARDY & Co.,
Boston, Mass.

Letter from the Secretary of the Navy to the president Board of Trade, Portland, Me., regarding protection of commercial interests of that place.

NAVY DEPARTMENT, July 3, 1863.

SIR: I have to acknowledge the receipt of your telegram* of the 30th ultimo, communicating a resolution of the Board of Trade of Portland, requesting that one or more efficient war steamers may be ordered to "cruise off the coast of Maine for the protection of our extensive commercial interests," and to state in reply that there are vessels of war cruising in that vicinity at the present time.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

T. C. HERSEY, Esq.,
President Board of Trade, Portland, Maine.

Letter from R. B. Forbes to the Secretary of the Navy in regard to the protection of the fishing fleet against Confederate cruisers.

BOSTON, July 3, 1863.

SIR: I have to own receipt of your favor of the 1st instant, and take note that the authority contained in your telegraphic dispatch of the 27th ultimo is thereby canceled.

The three vessels sent out by the committee of which Mr. Hardy is the chairman and myself a member are ordered to report at various places in the course of a week or ten days, and as the exigency which they were designed to meet is over for the present they will probably be discharged.

The large interest involved in the fisheries and in the European trade passing over and near to the fishing grounds seems to call for protection of a character to cope with some or all of the enemy's well-known cruisers, some of which, it is thought, will before long be found on our eastern coast.

I am, very respectfully, your obedient servant,

R. B. FORBES.

Hon. GIDEON WELLES,
Secretary of the Navy.

* See p. 375.

Letter from the President of the United States to the Secretary of the Navy in regard to the protection of commerce.

EXECUTIVE MANSION,
Washington, July 7, 1863.

MY DEAR SIR: The gentlemen named in the attached resolution have presented it to me this morning. It explains itself. Please carefully consider the subject, and do the best in regard to it which you can consistently with the general public service.

Yours, truly,

A. LINCOLN.

HON. SECRETARY OF THE NAVY.

[Newspaper clipping.]

Resolved, That Hon. Hannibal Hamlin, Vice-President of the United States, and our two Senators in Congress be requested to repair immediately to Washington, for the purpose of urging upon the President the importance and necessity of placing along the coast a sufficient naval and military force to protect the commerce of the country from piratical depredations of the rebels, and to have the same accomplished in such manner as shall be most efficient and expeditious.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, transmitting correspondence with U. S. consul at Rio de Janeiro, Brazil.

U. S. S. MOHICAN,
Rio, July 8, 1863.

SIR: I herewith enclose you a copy of my letter to the U. S. consul at this port and his answer to the same.

I sail at daylight to-morrow morning in chase of the piratical vessels. I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

[Enclosures.]

U. S. S. MOHICAN,
Rio de Janeiro, July 5, 1863.

SIR: I have this moment anchored in this port, and am in chase of the *Alabama*, *Florida*, and *Georgia*. If you have any news of their movements will you do me the favor to communicate it to me. My boat is on shore, and I shall be glad to welcome you on board of the *Mohican*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

JAMES MONROE, Esq.,
U. S. Consul, Rio de Janeiro.

CONSULATE OF THE UNITED STATES,
Rio de Janeiro, July 6, 1863.

SIR: In compliance with your polite note of yesterday I proceed to furnish you with such information in regard to the movements of the Confederate privateers as has been reported directly to this office.

On the 29th of May, in latitude 15° S. and longitude 35° W., the ship *Jabez Snow* was captured and burned by the *Alabama*.

On the 2d of June, in latitude 15° S. and longitude 34° 30' W., the bark *Amazonian* was captured and burned by the *Alabama*.

On the 5th of June, in latitude 14° 47' S. and longitude 34° 7' W., the ship *Talisman* was captured and burned by the *Alabama*.

On the 8th of June, when about 15 miles S. E. from Cape Frio, the ship *George Griswold* was captured and bonded by the *Georgia*.

On the 14th of June, in latitude 22° S. and longitude 36° 40' W., the bark *Good Hope* was captured and burned by the *Georgia*.

On the 14th of June, the bark *J. W. Seaver*, in latitude 22° S. and longitude 36° 40' W., was captured and bonded by the *Georgia*.

On the 19th June, in latitude 25° 44' S. and longitude 39° 51' W., the bark *Conrad* was captured and converted into a privateer by the *Alabama*.

I have the honor to be, with great respect, your obedient servant,

JAMES MONROE,
U. S. Consul.

O. S. GLISSON,
Captain, U. S. Navy.

Letter from R. B. Forbes, esq., to the Secretary of the Navy, enclosing two petitions regarding the necessity of protection for American commerce.

BOSTON, July 8, 1863.

SIR: I beg leave to hand you herein a petition signed by authority of the Board of Trade of this city and by the members present at the meeting held on the 6th instant. Also one to the same effect signed by all the underwriters and merchants whom I have been able to communicate with during the unprecedented excitement of the past few days. There usually centers in the Gulf of St. Lawrence from 600 to 800 American vessels and on the Grand Banks from 200 to 300 during the fishing season. The shipping lists show that out of nearly 180 sail of vessels up for foreign ports in New York some 146 are under foreign flags.

Our commerce will soon be entirely in the hands of foreigners unless our trade is protected by every means within the power of the Government.

I am, respectfully, your obedient servant,

R. B. FORBES.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure 1.]

The undersigned merchants and underwriters respectfully call your attention to the necessity for protecting our European trade and our fisheries by an adequate naval force, solely under the authority of the Government.

The track of vessels to and from Europe passes over the ground occupied by our bank fishermen and in near proximity to the track of the large fishing fleet usually centering in and about the Gulf of St. Lawrence.

Besides these interests, there is a considerable trade with the British provinces requiring protection.

Your memorialists therefore pray that two or three powerful and fast vessels of war may be detailed to protect these interests, and that one or more small but well-armed steamers be sent into the vicinity of the Gulf of St. Lawrence, where the principal fishing fleet usually centers from July to November.

CHAS. G. NAZRO,
MANUFACTURERS' INSURANCE CO.,
By SAML. GOULD, *President*.
J. M. FORBES & CO.

[And 10 other members of the Board of Trade of Boston.]

At a meeting of the government of the Boston board this day, voted, That the president and secretary sign this memorial in behalf of the Board of Trade.

July 6, 1863.

Attest:

JAS. C. CONVERSE, *President*.
COUNRO SABINE, *Secretary*.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure 2.]

[Same petition as above, signed by 143 underwriters and merchants of the city of Boston.]

Report of Lieutenant-Commander Miller, U. S. Navy, commanding chartered steamer Ericsson, of the pursuit of that vessel by the U. S. S. Florida.

CHARTERED STEAMER ERICSSON,
Brooklyn Navy Yard, July 9, 1863.

SIR: I have the honor to report that about meridian of the 8th instant, in latitude 40° 28' N., longitude 69° 33' W., we discovered two sails to the westward. On boarding the nearest, she proved to be the English brig *Boreas*, from New York, bound to Halifax.

The captain reported that he had spoken on the previous evening the English brig *Phantom*, from Glace Bay [Cape Breton Island], Captain Breton, bound to New York, and that he had seen a man-of-war board the same brig on the morning of the 8th. As there were but two vessels in sight, I presumed the other vessel was the brig *Phantom*. She was heading for us, and we could not see her smokestacks until she hauled up her courses. She had every appearance of an English man-of-war. On approaching, her movements became suspicious. She turned and steamed to the W., evidently trying our speed and endeavoring to ascertain our armament. In a short [time] she hauled to the E., passing our beam at the distance of about 1,200 yards. After she had passed the beam, I concluded she was an English vessel or she would have then fired.

Her lower ports were down and her guns run out. As she ranged on our quarter a fog set in, nearly obscuring her from sight, and at this time she fired a rifled shot, which struck near our vessel and, ricocheting, struck the rim of our foretop. This was soon followed by two other shots, which struck near us, but before the second was fired the fog became so dense that we could not see her.

It was reported to me that when she fired the first shot she hauled down the English colors and hoisted Confederate, but she was not then in sight from the wheelhouse. As our armament was greatly inferior to hers I felt confident that we would soon be captured if we attempted to engage her, and I concluded to take advantage of the fog to escape.

We changed our course to the southward and westward and stood on at full speed, making 10 knots, but a tube in one of the boilers soon gave way, reducing our speed to 9 knots. The fog lifted in about half an hour, and the privateer was discovered about 4 miles astern, standing across our stern. On seeing us, she immediately changed her course for us. We slowly gained on her, increasing the distance to about 5 miles. At 5 p. m. she gave up the chase and hauled to the southward in pursuit of a brig which we had passed at the distance of 3 miles.

Our armament consists of one 20-pounder Parrott gun, mounted on a Marsilly carriage, and two 12-pounder rifled howitzers, mounted on field carriages. One of these was on the house aft, and could not have been used without knocking away the rail. We have a crew of only twenty men.

The following is a description of the privateer. She is a propeller, bark rigged, with long lower masts, has two smokestacks forward of the mainmast, has a white boat astern and two quarter boats, and is pierced for ten guns. We could see four on her starboard side, but could not tell whether she had one in the fifth port. She was under topgallant sails when we first saw her, and her sails were taken in quickly and in man-of-war style.

It was evident that she had not a speed greater than 9 knots. She made every effort to overtake us, as could be seen from the dense smoke and their making sail whenever it would draw. After we lost sight of her we shaped our course for New York, but stopped at 8 o'clock this morning to repair the boiler, and were unable to speak vessels bound to the eastward.

I am, respectfully, your obedient servant,

J. N. MILLER,

Lieutenant-Commander, Commanding Steamer Ericsson.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report by Lieutenant-Commander Miller, U. S. Navy, commanding chartered steamer Ericsson, of the chase of that vessel by the C. S. S. Florida.

NEW YORK NAVY YARD, July 13, 1863.

SIR: I beg leave to add the following statement to my report of the encounter of the steamer *Ericsson* with the privateer.

The English brig *Phantom* arrived here on Saturday, and I was informed by the mate that the privateer passed within 200 yards of them before the fog set in, but on their hoisting English colors she stood off without speaking them. The captain was on shore when I boarded the brig, and the mate stated that he was not positive as to the number of broadside guns the privateer carried, but thinks there were five on each side. He saw two heavy pivot guns, one forward and the other aft. She had up American colors when she passed them, but when in chase of us she was under Confederate colors. This we could not see, as she

was head on. One of the crew had seen the *Alabama* and was confident that it was the *Alabama*, but I have been informed she has only one smokestack.

I omitted to mention in my report that we had up American colors during the time the vessel was in sight, and that we were at quarters from the time of leaving the brig *Boreas*.

I am, very respectfully, your obedient servant,

J. N. MILLER,
Lieutenant-Commander.

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

[Telegram.]

NAVY DEPARTMENT, *July 10, 1863.*

Chartered steamer *Eriasson* encountered on the 8th instant, in latitude 40° 28', longitude 69° 33', a rebel armed steamer answering the description of the *Florida*, and is no doubt that vessel. She fired three shots at the *Eriasson*, and was then shut out by fog. Send the *Tuscarora*, *Montgomery*, and *Cambridge* off Nantucket and to the eastward immediately. Have the *Aries*, *Shenandoah*, and *Iron Age* ready to move at a moment's notice. From a journal of one of the crew of the *Tacony* it appears she expected to meet the *Florida* off Nantucket.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN B. MONTGOMERY,
Commandant Navy Yard, Boston.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1863.*

The *Florida* is described as a propeller, bark rigged, with long lower masts, two smokestacks forward of the mainmast, white boat astern, two quarter boats, and as having the appearance of a regular man-of-war.

GIDEON WELLES,
Secretary of the Navy.

Commodore JNO. B. MONTGOMERY,
Commandant Navy Yard, Boston.

[Telegram.]

BOSTON, *July 10, 1863.*

(Received at Washington 3:20 p. m.)

The *Shenandoah*, though undergoing repairs, can be made ready to-morrow for a short cruise in search of the reported rebel steamer seen off Nantucket on the 8th instant. Shall I send her?

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1863.*

The engineer in chief reports that there is nothing to prevent the *Tuscarora* and *Shenandoah* going to sea immediately. Stop all repairs instantly, and have all your vessels at sea to-night. Answer by telegraph.

GIDEON WELLES,
Secretary.

Commodore MONTGOMERY,
Boston Navy Yard.

[Telegram.]

BOSTON, *July 10, 1863.*

(Received at Washington 3:30 p. m.)

Fisherman arrived at Tarpaulin Cove reports three-masted rebel steamer, bark rigged, 80 miles southeast Gay Head, yesterday, burned a brig and schooner, and started for fleet of Provincetown mackerel catchers.

F. H. PALMER,
Superintendent Merchants' Exchange.

Hon. GIDEON WELLES.

Instructions of the commandant navy yard, Boston, to Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. Montgomery, relative to a cruise in search of the C. S. S. Florida.

BOSTON NAVY YARD, *July 10, 1863.*

SIR: You will proceed to sea with the U. S. S. *Montgomery*, under your command, to search for a rebel steamer seen off Nantucket on the 8th instant. You will take a course from the Boston light round Mount Desert, thence not going to the eastward of Cape Sable, and so by Georges Shoals.

You will make careful search for the rebel steamer, and take advantage of any information you receive from vessels you speak which may lead to the capture of the rebel steamer. After cruising for as long a time as you deem prudent, you will run into some handy port on the coast and telegraph to me, when you will be further instructed.

The rebel steamer is described as being bark rigged and pierced for ten guns.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Volunteer Lieutenant E. H. FAUCON,
Commanding U. S. S. Montgomery, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Commander Spicer, U. S. Navy, commanding U. S. S. Cambridge, relative to a cruise in search of the C. S. S. Florida.

BOSTON NAVY YARD, *July 10, 1863.*

SIR: You will proceed to sea at the earliest practicable moment with the U. S. S. *Cambridge*, under your command, to search for the rebel

steamer *Florida*, which when last seen was off Nantucket. After passing Cape Cod proceed out of the south channel, sighting, if possible, the light-ship at Davis South Shoals, thence westward toward Gay Head and Montauk Point, passing anywhere from 15 to 40 miles east of the Highlands of Navesink.

You will make careful search for the rebel steamer, and take advantage of any information you receive from vessels you speak which may lead to her capture. After cruising as long as your supply of coal will allow you will return to this port.

The steamer is described as being a bark-rigged vessel and pierced for ten guns.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Commander W. F. SPICER,
Commanding U. S. S. *Cambridge*, Navy Yard, Boston.

[Telegram.]

BOSTON, July 10, 1863.

(Received at Washington 3:40 p. m.)

Your telegram received. Steamers *Montgomery* and *Cambridge* have already received their orders to search for the *Florida*.

Tuscarora's boilers are in such a condition that she can not go to sea. I have telegraphed that the *Shenandoah* can go to-morrow morning.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, July 10, 1863.

Your telegrams received. The *Florida* destroyed yesterday two vessels 80 miles southeast of Gay Head, and was supposed to be bound for the Provincetown mackerel fleet. Send all your vessels out in the track of our vessels, and work night and day on the *Tuscarora*. Report by telegraph the exact time each vessel leaves.

Answer this by telegram.

GIDEON WELLES,
[Secretary of the Navy.]

Commodore MONTGOMERY,
Commandant Navy Yard, Boston.

[Telegram.]

NAVY DEPARTMENT, July 10, 1863.

Send the *Ethan Allen* to cruise from Georges Bank to Cape Canso.

GIDEON WELLES,
Secretary of the Navy.

Commodore JNO. B. MONTGOMERY,
Commandant Navy Yard, Boston.

[Telegram.]

CHARLESTOWN, MASS., July 10, 1863.

(Received at Washington 10 p. m.)

Two telegrams received together. The *Montgomery* and *Cambridge* have sailed. The *Ethan Allen* and *Shenandoah* will sail at the earliest practicable moment in the morning, and if possible the *Tuscarora* will also be sent.

J. B. MONTGOMERY,
Commandant.

Hon. G. WELLES.

Instructions of the commandant navy yard, Boston, to Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, relative to a cruise in search of the O. S. S. Florida.

BOSTON NAVY YARD, July 11, 1863.

SIR: You will proceed to sea with the U. S. bark *Ethan Allen*, under your command, using the utmost possible dispatch, to search for the rebel steamer *Florida*, which when last seen was off Nantucket. She destroyed yesterday two vessels 80 miles southeast of Gay Head, and was supposed to be bound for the Provincetown mackerel fleet.

You will cruise from Georges Bank to Cape Canso, and make careful search for the rebel steamer, taking advantage of any reliable information you receive from vessels you speak which may lead to the capture of any rebel cruiser. You will cruise as long as your supply of water will allow over the track indicated; after which you will return to this port.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Acting Master I. A. PENNELL, U. S. Navy,
Commanding U. S. bark *Ethan Allen*, Navy Yard, Boston.

Instructions of the commandant navy yard, Boston, to Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, relative to a cruise in search of the O. S. S. Florida.

BOSTON NAVY YARD, July 11, 1863.

SIR: You will proceed to sea with the U. S. steam sloop *Shenandoah*, under your command, using the utmost possible dispatch, to search for the rebel steamer *Florida*. She was seen off Nantucket on the 8th instant, and yesterday destroyed two vessels 80 miles southeast of Gay Head, and was supposed to be bound for the Provincetown mackerel fleet. You will proceed direct for our fisheries about Georges Shoals, from thence off the Shoals of Nantucket and Martha's Vineyard, and cruise between Block Island and Cape Sable.

You will make careful search for the rebel steamer, and take advantage of any reliable information you receive from vessels you may meet which may lead to the capture of the *Florida* or any other rebel cruiser.

After cruising as long as your supply of coal will allow, communicating with me when opportunities offer, you will return to this port.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Captain D. B. RIDGELY, U. S. Navy,
Commanding U. S. S. *Shenandoah*, Navy Yard, Boston.

[Telegram.]

CHARLESTOWN, MASS., July 11, 1863.
(Received at Washington 11 a. m.)

Shenandoah sailed in search of rebel steamer at 8:15 this morning.

J. B. MONTGOMERY,
Commandant.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

BOSTON, July 11, 1863.
(Received at Washington 1:20 p. m.)

Bark *Ethan* [Allen] sailed a quarter before 10 a. m.

J. B. MONTGOMERY,
Commandant.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, July 11, 1863.

If the *Augusta* is in suitable condition to make a cruise to the fishing banks, where the rebel steamer *Florida* is at work, send her there at once.

GIDEON WELLES,
Secretary of the Navy.

Commodore O. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of the commandant navy yard, Boston, of the sailing of the U. S. S. *Shenandoah* and bark *Ethan Allen* in search of the U. S. S. *Florida*.

U. S. NAVY YARD, COMMANDANT'S OFFICE,
Boston, July 11, 1863.

SIR: I have the honor to report that the U. S. S. *Shenandoah* and U. S. bark *Ethan Allen* have sailed in search for the rebel steamer *Florida*, the former at quarter past 8 and the latter at quarter before 10 this morning.

They were both furnished with a description of the *Florida*, as well as the following copy of the description of the rebel steamer *Virginia*:

July 5.—The *Ethan Allen*, while cruising after the *Tacony*, boarded the British brig *Adrolorem*, of Barrington, Nova Scotia, twenty days from Turk's Island for Halifax

She reports, in latitude 36°, longitude 70°, was boarded by the C. S. S. *Virginia* [*Florida*]. She made no remarks, but merely examined his papers. She was pro-peller, bark rigged, and had battery of six broadside guns and two pivots; was flying the Confederate flag at the time.

I enclose the report of Chief Engineer Wood, of this yard, which will explain why the *Tuscarora* can not be made ready to go [to] sea in less than five days.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of cruise in the U. S. S. Ticonderoga.

FLAGSHIP TICONDEROGA,
Pointe à Pitre, July 11, 1863.

SIR: I have the honor to report my arrival at this port from a cruise to Curaçao, the island of Blanquilla, and thence along in sight of the Windward Islands, communicating with our consul at Martinique, and remaining a night at Prince Rupert Bay.

I yesterday dispatched the sloop of war *Oneida* to the Western Gulf Squadron, where she belongs. She has been cruising lately among these islands as far as Barbados, and reports having heard nothing of the rebel cruisers except the report of one of their prizes having been abandoned and burned near Barbados. The *Vanderbilt* is believed to have gone to Fernando de Noronha. I have left a copy of the Department's orders to Commander Baldwin at Martinique, and will leave another at this place.

The authorities here appear to be well disposed toward us, and freely repeat their wish that our ships should visit their port frequently, remain as long as they choose, and declare that they shall be treated in all respects like French ships of war.

I will sail on Monday for St. Thomas.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of cruise from June 18 to July 11, 1863.

U. S. STEAM SLOOP KEARSARGE,
Fagal, July 14, 1863.

SIR: I have the honor to report that, in accordance with my advice to the Department of June 18, we left Cadiz on that day and proceeded by way of Gibraltar to Madeira, where we arrived on the 23d ultimo. We found at Madeira, on the eve of sailing, a small English steamer [the *Smoker*]. As the reported destination of this vessel was Tampico,

I resolved to overhaul her. The *Smoker* got underway about six hours after our arrival, and in half an hour afterwards we followed and overtook her some 9 or 10 miles off the islands.

On examination, her papers were found to be correct, and her cargo, being evidently nothing but coals, she was detained but a short time before proceeding on her course. Steaming from this point we passed to the northward and eastward, and came to off the island of Porto Santo [Madeira Islands], at the most convenient point for intercepting vessels bound to Madeira or Teneriffe.

After the lapse of several days, which afforded us a favorable time for exercises, and seeing no steamers, we again left for Funchal. On our arrival at this place the consul handed me a letter from Mr. Dabney (our consul at Teneriffe), which informed me that a privateer had been into Teneriffe, and it was supposed she was now in pursuit of American vessels around the island. I immediately left for Teneriffe, and arrived the following day at Santa Cruz.

I am happy to inform the Department that the supposed privateer proved to be, on enquiry, one of Osborne's fleet for the Emperor of China, a class of vessels which was unknown to the consul. Leaving Teneriffe on the 3d instant, we sailed for Fayal, where we arrived on the 11th instant, touching in on our way at Madeira St. Mary [Santa Maria], St. Michael [San Miguel], and Terceira.

It affords me pleasure to inform the Department that most of this active cruising was done under sail. On our return to Madeira from Teneriffe I learned with regret that the *Phantom*, steel clad and said to be an 18-knot steamer, had come in during our short absence, coaled, and sailed for Nassau. I further was informed at St. Michael [San Miguel] that steamer *Hansa*, propelled with side wheels and two screws, had coaled and sailed for Nassau a fortnight before.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

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

Letter from the Secretary of the Navy to R. B. Forbes, esq., regarding the protection of commerce and fisheries.

NAVY DEPARTMENT, July 14, 1863.

SIR: I have received your letter* of the 8th instant, enclosing a petition from the Board of Trade of the city of Boston, also one from the underwriters and merchants, asking the protection of our European trade and our fisheries.

This Department has detailed five vessels for permanent service on the Eastern coast during the fishing season. It has at present several additional cruisers in that service, and in any emergency will order other vessels to protect the commerce and fisheries in that quarter.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

R. B. FORBES, Esq.,
Boston.

* See p. 382.

Report of Commander Wyman, U. S. Navy, commanding U. S. S. Santiago de Cuba, of the capture by that vessel of the steamer Lizzie.

U. S. S. SANTIAGO DE CUBA,
At Sea, Lat. 27° 7' N., Long. 75° 48' W., July 15, 1863

SIR: I have the honor to inform the Department that on this date I seized the steamer *Lizzie*, of Nassau, after a chase of two hours, and send her in charge of Acting Ensign R. Rabadan to the port of Philadelphia, with directions to stop at Port Royal, S. C., for a supply of coal.

The *Lizzie* was captured in latitude 27° 7' N., longitude 75° 48' W., Elbow Cay S. W. by W., distant 65 miles. She was formerly owned in Wilmington, N. C.; now in Nassau. It is the second trip to and from Wilmington. She is now cleared for St. John, New Brunswick, but those on board state she is bound to Wilmington, N. C. Her cargo is assorted—brandy, soap, dry goods, sugar, provisions, etc. She measures 106, gross measurement. A Confederate flag was found on board. She hoisted English colors.

The engineer's department of the vessel is so reduced, that I have been obliged to employ three of the firemen of the *Lizzie* to work in her at the rate of \$2.50 per day, of which I have informed the commanding officer of the naval station at Philadelphia.

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

R. H. WYMAN,
Commander, U. S. Navy, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, regarding the movements of that vessel.

U. S. S. SHENANDOAH,
Newport, R. I., July 16, 1863.

SIR: I have the honor to report that I put into this harbor for fresh water for the crew.

We left Boston in haste, with a small supply, relying on the fresh-water condenser, which is imperfect and makes brackish water.

I have been cruising off Georges and Nantucket shoals, around South Shoal, toward Block Island.

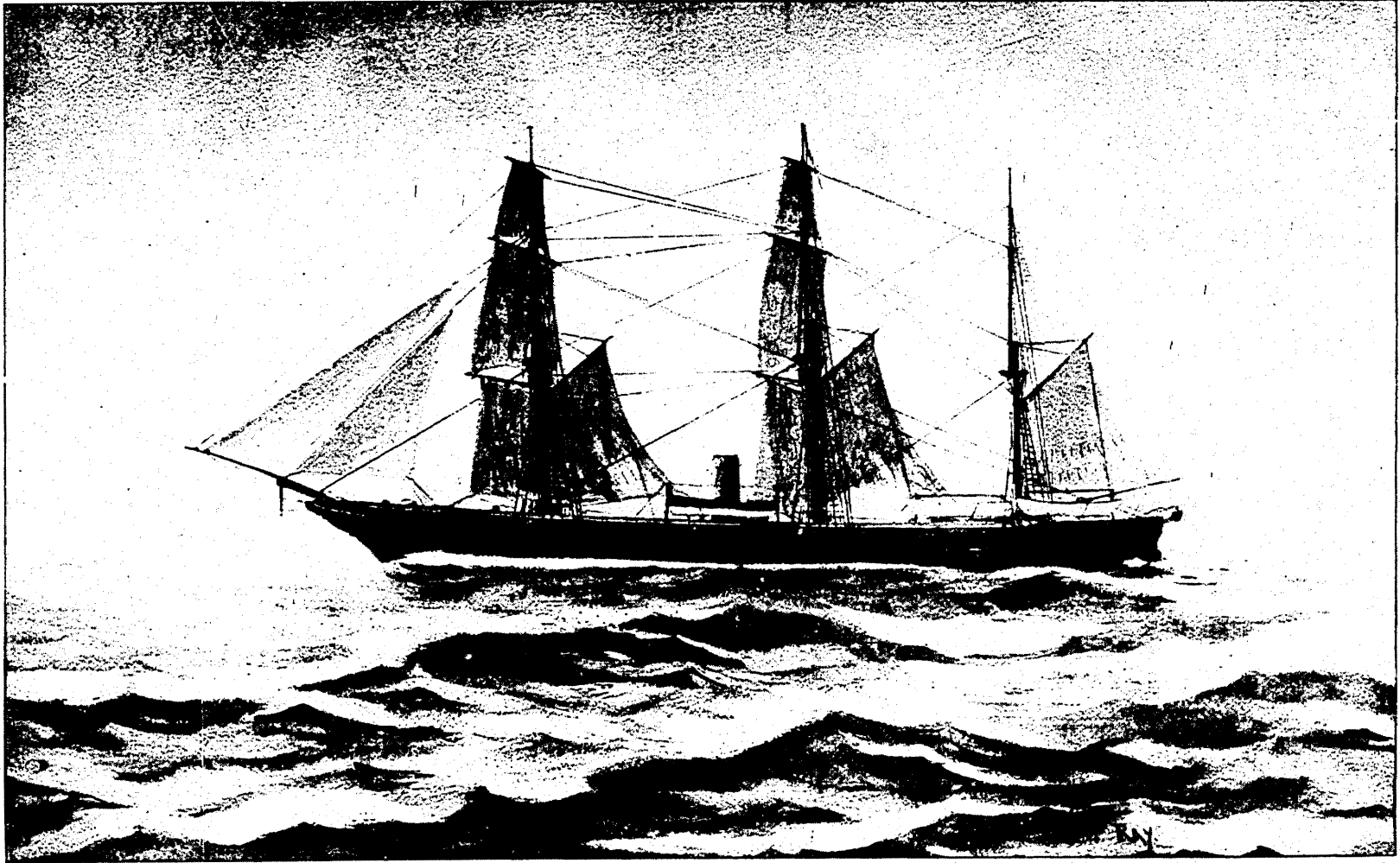
I expect to take in fresh water in a few hours, and will continue my cruise from Block Island toward Cape Sable, unless diverted from that course by information.

I have heard nothing of the pirate since we sailed.

I am, very respectfully, etc.,

DANIEL B. RIDGELY,
Captain, U. S. Navy.

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



UNITED STATES STEAMER WYOMING.

Affair at Shimonoséki, July 16, 1863.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the engagement between that vessel and the Japanese forces off Shimonoséki.

U. S. S. WYOMING,
Yokohama, July 23, 1863.

SIR: I have the honor to acknowledge the receipt of your order of the 15th April, to proceed with this ship to the port of Philadelphia.

Preparations were made to leave on the 11th instant. On the evening of the 10th news was received through Japanese sources that an American steamer had been fired on by a bark and brig of war belonging [to] the Prince of Nagato, at the western outlet of the Inland Sea, and that she disappeared, and supposed sunk. A mail from Shanghai the same evening brought authentic information that the American steamer *Pembroke*, on her passage from this place to Shanghai through the Inland Sea, had been fired on by the above vessels and had made her escape through the Bungo Passage. Enclosed is a copy of the statement of the affair by the captain of the *Pembroke*.

On the 13th we left this place for the scene of the outrage, and arrived off the inner entrance of the western outlet of the Inland Sea on the morning of the 16th.

On the tide proving favorable we proceeded in the straits, and on opening the town of Shimonoséki discovered a steamer, brig, and bark of war at anchor off the town, with Japanese colors at the peak and the flag of the prince at the fore.

We stood for the vessels, and on approaching were fired on, as we got in range, by six batteries on different positions, mounting from two to four guns each. Passing between the brig and bark on the starboard hand and the steamer on the port, we received and returned their fire at pistol shot. Rounding the bow of the steamer and getting in position, maintained the action for about one hour. During the affair the steamer got underway, but two well-directed shells exploded her boilers. The brig appeared to be settling by the stern, and no doubt sunk. The amount of damage done the bark must have been serious, as well as great destruction on shore. The straits opposite the city are about three-fourths of a mile wide, with strong currents, which made it very difficult to maneuver the ship properly. As I had no charts, and my pilots completely paralyzed and apprehensive of getting on shore (in fact did touch once), I was induced to withdraw out of action.

The fire from the shore battery was extremely brisk, and continued so as long as we were in range. We were hulled 11 times, and with considerable damage to smokestack and rigging aloft, which was attributed to our passing within the range they were prepared for.

I regret to state the loss of 4 killed and 7 wounded (1 of whom since dead). Enclosed is the surgeon's report.

It affords me much pleasure to state that the conduct of the officers and crew was all I could desire.

Lieutenant Barton, in charge of the first division, makes honorable mention of the conduct of Acting Master's Mate J. E. Sweeney, Peter King, seaman, captain of forward pivot gun; Thomas Saddler, captain top, and Charles J. Murphy, seaman. I would also mention the cool conduct of Frank Wyatt, boatswain's mate, captain of the after pivot gun, and Edward Penney, captain of top and second captain of the after gun.

The Prince of Nagato, it appears, has commenced this war on his own account, as he is one of the most powerful and influential of the princes

of the Empire and bitterly opposed to foreigners, but the punishment inflicted and in store for him will, I trust, teach him a lesson that will not be soon forgotten.

On the 7th instant the French dispatch steamer *Kienohang*, passing through on her way to Shanghai, was fired on and considerably injured, and on the 11th H. N. M. ship *Medusa* was also fired on, and sustained some damage and a loss of 4 men and 7 wounded.

As soon as the outrage on the French steamer was known here the French Admiral Jaurés left with his flagship and a gunboat for Shimonoséki, and no doubt will complete the punishment due for the wanton violation of existing treaties.

The *Jamestown* was at Wusung on the 16th, to sail immediately for this port via Nagasaki. I shall await her arrival.

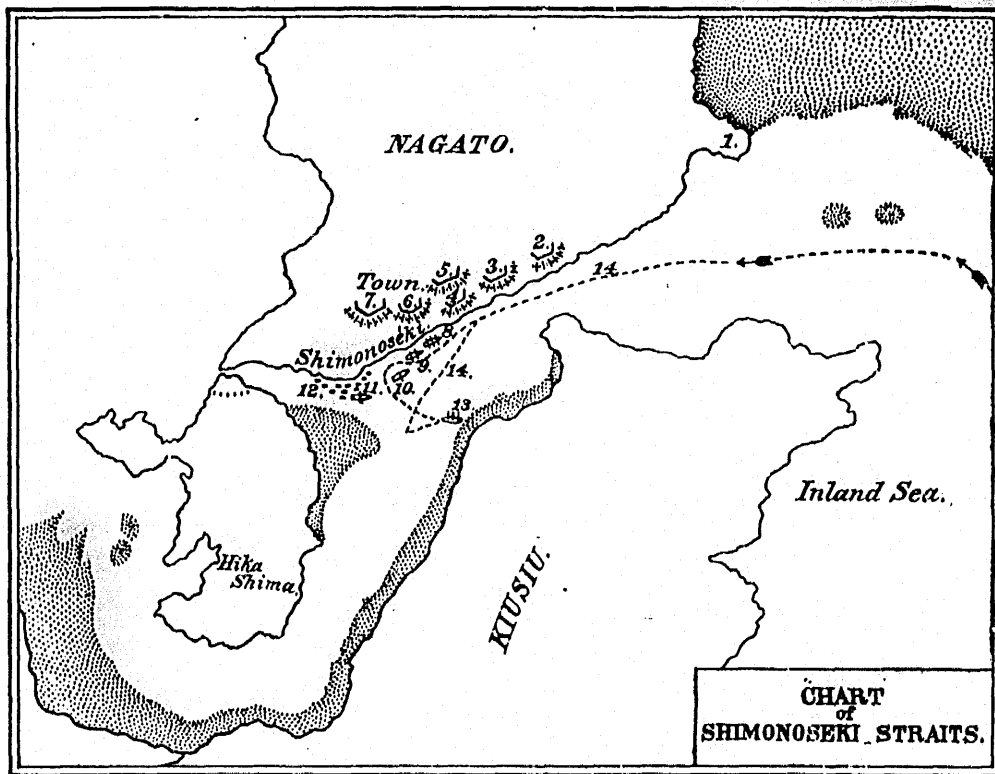
I enclose a proximate plan of the straits, the position of the vessels and shore batteries, and course, etc., all of which is respectfully submitted by

Your obedient servant,

D. McDOUGAL,
Commander.

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

[Enclosures.]



APPROXIMATE POSITION OF BATTERIES, SHIPS, ETC.

- | | |
|--------------------------------------|--------------------------------|
| 1. Where first signal gun was fired. | 8. Bark. |
| 2. Battery. | 9. Brig. |
| 3. Battery. | 10. Steamer. |
| 4. Battery. | 11. Steamer, position changed. |
| 5. Battery. | 12. Junks. |
| 6. Battery. | 13. Wyoming. |
| 7. Battery. | 14. Wyoming route. |

U. S. STEAM SLOOP WYOMING,
Inland Sea of Japan, July 17, 1863.

SIR: In consequence of the engagement with the Japanese at Shimonoséki yesterday, I have to report the following casualties:

No.	Name.	Rate.	Remarks.
1	Alexander Furlong.....	Marine	Killed.
2	Wm. Clark	Seaman	Do.
3	George Watson.....	Landsman	Do.
4	Michael Lynch.....	Coal heaver.....	Do.
5	James Carswell.....	Landsman	Very severely wounded; since dead.
6	Andrew Wallace.....	Captain of afterguard.....	Very severely wounded.
7	Wm. Thompson.....	Seaman	Do.
8	Tho. Stewart.....	Landsman	Wounded.
9	Michael Doyle.....	Marine.....	Do.
10	Wilson P. Snyder.....	Landsman	Slightly wounded.
11	Chas. J. Murphy.....	Seaman	Do.

Total killed, 4; total wounded, 7.

I am, very respectfully, your obedient servant,

E. R. DENBY,
Surgeon, U. S. Navy.

[Commander D. McDOUGAL, U. S. Navy.]

CONSULATE OF THE UNITED STATES,
Shanghai, July 3, 1863.

Before me, George F. Seward, consul for the United States for Shanghai, China, personally appeared Captain Simon W. Cooper, Samuel W. Leavitt, engineer; J. L. Folsom, first assistant engineer, and William Jones, second officer, all of whom are attached to the American steamer *Pembroke* in the several capacities mentioned, who, being sworn, all depose:

On the 26th ultimo, while we were pursuing our voyage from Yokohama to Shanghai, via the Inland Sea and Nagasaki, we, then being near the western entrance of the Inland Sea, were attacked by armed Japanese Government vessels under the following circumstances:

We left Yokohama on Sunday, the 21st ultimo; we proceeded as above on the voyage to Shanghai. On the 25th ultimo, at 2 p. m., about, we passed a Japanese European-built bark; the bark was well armed and full of men, but with no ensign set. After we had anchored for the night, say at 4 p. m., the bark came down with a fair wind and a Japanese flag flying; the flag was the same as those used on all Government war (vessels) steamers. It is a square flag, a white ground with a red ball in the center. The bark passed our vessel and anchored at the head of the entrance straits, about a quarter of a mile away. As she approached us a gun was fired from a bluff about 4 miles off, and the signal was repeated all along the coast.

During the evening she was worked around broadside to the wind and to our vessel; at about 1 a. m. she commenced firing at us. We could discern the vessel plainly and the position by the lightning, although the night was very dark. After she had fired a dozen shots (one of which cut away our topmast backstay and all passed close to us), a brig, which we recognized as the former British brig *Lanrick*, suddenly appeared, coming from windward. She passed about 40 yards from us and dropped anchor close to the bark.

Both vessels then fired as rapidly as they could load and discharge, but we had got up steam and ran out of fire, escaping through the

Bungo Channel, a narrow and unfrequented strait. We had to restrain the native pilot, who attempted to escape. During the attack many lights were in motion on shore and the noise of many boats distinctly heard by us. When the *Lanriok* passed us a terrific yell was raised from both vessels. If her guns had been discharged at that moment we should have been destroyed. Our guns were lashed, and we fired no return shots, all our efforts being directed to getting underway.

The Inland Sea is frequented by foreign vessels. We had no notice that we should not make the voyage that way.

SIMON W. COOPER.
S. W. LEAVITT.
J. L. FOLSOM.
WM. JONES.

Sworn and subscribed to before me the day of the year above mentioned.

GEO. F. SEWARD,
U. S. Consul.

Additional report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming.

U. S. S. WYOMING,
Yokohama, July 25, 1863.

SIR: Admiral Jaurés arrived at this place yesterday morning (24th), having visited the Straits of Shimonoséki.

One of the ships, the *Tanored*, was fired on by the shore batteries. He landed a force and destroyed one of the principal batteries, burning a town, and destroying large quantities of ammunition. They mention that they saw a topmast of a sunken ship.

As they did not approach nearer than 2 miles to where the vessels lay, they could not have seen the damage done by this ship. The admiral mentioned that he was informed that the steamer was on the shore on the outside of the straits and badly injured, but I am satisfied that she never moved from the position we left her in.

Through the Japanese, reports were current and believed that when the boilers exploded 40 lives were lost on board of the steamer.

I enclose the copy of a dispatch from General Pruyn, which he had given the French admiral for me. I would mention that it was my intention to have returned with the admiral had I met him on his passage down.

The ministers of the different treaty powers are now in consultation as to what future steps are to be taken in regard to existing affairs.

Enclosed is an extra of the operations of the French.

I hope the course I have pursued in vindicating the honor of the flag may meet with your approval.

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

D. McDOUGAL,
Commander.

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

[Enclosure.]

LEGATION OF THE UNITED STATES,
Yokohama, July 15, 1863.

SIR: I avail myself of the departure of Rear-Admiral Jaurés, with the *Semiramis* and *Tanored*, for the Inland Sea, to inform you that H.

I. M. steamer *Kienohang* has been fired into by batteries of the Prince of Tchoshu [Ohôshiu] or Nangata [Nagato] and by the vessels which fired at the *Pembroke*.

I indulge in the hope that by the time this reaches you these piratical vessels will have been destroyed or captured. If so, you may have been attacked by these batteries, and have doubtless demolished these [them]. Should those ships have unfortunately taken the alarm and escaped, I would recommend that you do not return without vindicating our flag and taking full satisfaction for the outrage upon it; and I beg you to co-operate with Admiral Jaurés in the destruction of the batteries and forts in the territories of that prince, thus giving a lesson which will not soon be forgotten, and which will put a stop to the acts of lawless violence which the hostile daimios, encouraged by the humane forbearance of the treaty powers, are so ready to commit.

I am, very respectfully, your obedient servant,

ROBERT H. PRUYN,
Minister Resident in Japan.

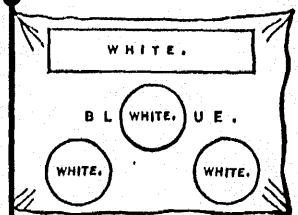
[Commander D. McDUGAL, U. S. Navy.]

Abstract Log U. S. S. Wyoming, Commander David McDougal, U. S. Navy, commanding, July 13 to 16, 1863.

July 13, 1863.—At 4:45 a. m. called all hands and shortened in on the port chain. At 5 weighed the port anchor and steamed out of the harbor of Yokohama, in charge of the pilot, Mr. Hecco; interpreter came off to accompany us.

July 15.—At 9:40 p. m. came to on the south side of Hermisima [Hime Sima] Island.

July 16.—At anchor under the Island of Hermisima [Hime Sima]. At 4:40 a. m. called all hands; at 5 weighed anchor and steamed toward the Straits of Shimonoséki. At 9 went to general quarters, loaded the pivot guns with shell, and cleared the ship for action. At 10:45 entered the Shimonoséki Straits and beat to quarters. On entering, three signal guns were fired from the batteries on shore on the starboard hand. Immediately two shots were fired at us from the first battery, one of the shots cutting away the starboard main swifters, upon which we hoisted colors and opened fire in return. In passing through the straits we engaged six batteries. One steamer,* 1 bark, and 1 brig†, all flying the Japanese colors at the peak and the flag of Prince Choshio‡ at the fore, were lying in the straits. They also opened fire on us, which we returned. After passing all the batteries and vessels we returned and engaged them a second time, engines being slowed and stopped at intervals according to the captain's orders. At 12:10 p. m. stopped firing and steamed out from under the batteries, having been one hour and ten minutes under fire. At 5:20 p. m. let go port anchor in 5½ fathoms under the island of Hermisima [Hime Sima]. From 6 to 8 p. m. all hands busy repairing damages. At 9:30 called all hands to quarters, supposing we saw a vessel approaching. At 9:50 discovered it was not a vessel, and piped down.



Green or blue ground,
and white balls and
stripes.

* 1 steamer, Sancefield, cost \$115,000.

† 1 brig, Saurick, cost \$20,000.

‡ Matz-daira-Daizen-no Daibo, Jrosino-Chioojoo or Prince Choshio, City of Hangee [Hangse], annual rental of 369,000 kokus of rice, or \$1,383,750.

On the morning of July 16, at about 11 a. m., with about 14 pounds pressure of steam on the boilers, making about 50 revolutions, tide running to the eastward, sails furled, topgallant yards aloft, spare tiller shipped, all small arms loaded, men at quarters and armed, entered the straits leading to the town of Shimonoséki. As we passed the headland on the starboard hand a gun was fired from a masked battery, which was repeated by two other batteries to the westward. At about 11:15 a. m., in passing one of the batteries, a shot was fired at us, and a second, which cut away forward main swifter (starboard side). Hoisted our colors and opened fire in return with XI-inch shell from pivot guns and solid shot from broadside guns, starboard battery being manned. Continued steaming ahead for a bark, brig, and steamer at anchor off the town of Shimonoséki (having Japanese colors flying), and received a fire from four batteries, consisting of two to four guns each, returning their fire with shell as fast as the guns could be brought to bear. In passing the bark she poured a broadside into us (she being on the starboard hand), which was returned as soon as the guns were in position. In passing the brig exchanged broadsides with her, and gave the steamer the two port 32-pounders. The vessel was then run for the southern shore for the purpose of taking up a position at anchor, but the commander decided not to anchor; so, after some maneuvering, the vessel's head was put to the eastward. The Japanese steamer in the meantime slipped her cable and started ahead. As soon as the port battery could be brought to bear we succeeded in placing two XI-inch shells and one or more 32-pound shot and shell in the steamer, which disabled her. The two XI-inch shells struck her in the wake of the boilers and machinery, as was proved by the vessel being immediately enveloped in steam and smoke, her machinery apparently being stopped and the vessel ashore. We then steamed past the brig and bark, firing into them from our port battery and landing a few shell in the shore batteries. At 12:25 p. m. we steamed out of the Straits of Shimonoséki into the Suwo Nada, having passed and repassed the fire of six batteries, four to the eastward and two to the westward of the three vessels mentioned, having been under fire about one hour and ten minutes. The armament of the Japanese vessels appeared to be brass 24 or 32 pounders, the bark mounting 6, brig 8, and steamer 2. The Japanese used 32-pound shell from the shore batteries and 24-pound shot, shrapnel, and grape; also from the vessels small arms and swivels.

The following are the casualties sustained by this ship during the engagement:

KILLED.

Wm. Clark, seaman, first division, stationed on forecastle, struck by a round shot. Geo. Watson, landsman, stationed on forecastle, struck by shell in chest and bowels.	Alex. W. Furlong, corporal, marines, stationed in gangway, struck in chest and bowels by piece of iron plate. Michael Lynch, landsman, stationed at forward gun, both legs carried away by round shot.
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WOUNDED.

Wm. Thompson, seaman, captain of forward gun, left forearm shattered by shell. Jas. Caswell, landsman, forward gun, left hand shot away, left leg lacerated, and body badly bruised by shell. Andrew Wallace, left forearm shattered; left leg shattered by shell. Michael Doyle, corporal marines, abreast of mainmast, struck by fragment of shell in right leg.	Chas. J. Murphy, seaman, forward gun, toes of left foot bruised. Wilson Snyder, landsman, forward gun, bruised on left arm. Thos. Stewart, landsman, stationed at fore hatch to receive powder, struck by piece of shell just outside the process of frontal bone.
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DAMAGES TO SHIP.

Jib and fore-toppallant stay shot away.
 Both forestays shot away.
 Starboard fore-topmast stay shot away.
 Setting-up screws to starboard fore-swifter shot away.
 Setting-up screws to second shroud to port fore rigging shot away.
 Starboard main swifter shot away.
 Port maintop and toppallant backstays shot away.
 Starboard middle shroud to mizzen rigging shot away.
 Starboard forelift shot away.
 Main deck awning separated by shot.
 Starboard main tacks and sheets shot away.
 Jib halliards and port forebraces shot away.
 Starboard fore clew garnet and buntlines shot away.
 Fore-toppallant halliards shot away.
 Fore-trysail and outhauls, starboard ridge-rope shot away.
 Shot hole through main trysail.

Carpenter's department:

Starboard side—

1 shot in head through upper edge of plank sheer forward of cat-head, passing through and slightly injuring heel of bowsprit.
 1 through waterways, carrying away water-closet.
 1 through waterway 10 feet abaft toppallant fore-castle.
 1 in waist at gangway.

Port side—

1 shot in head well forward, in first strake below plank sheer in wake of forechains.

Carpenter's department—Continued.

Port side—Continued.

1 in third strake below plank-sheer at forward side of forward pivot-gun port.
 1 through hammock netting in wake of fore rigging.
 1 shot hit forward side of mizzen-mast, slightly, about 25 feet above deck.
 1 pivot hammock netting badly damaged while lying on deck amidships.
 1 awning stanchion and spare spar or boom gallows shot away.
 Mainmast damaged in one place and foremast in four.
 1 shot under the counter.

Engineer's department:

3 shots through smokestack and 1 bunker-shute grating broken by shot.

Gunner's department:

Used 6 5-sec. XI-inch shell, 14 10-sec. XI-inch shell, 3 15-sec. XI-inch shell, 23 15-pound charges, 4 5-sec. 32-pounder shell, 6 10-sec. 32-pounder shell, 6 15-sec. 32-pounder shell, 16 solid 32-pound shot, 32 ordinary firing charges of 8 pounds each, 2 rifle muskets, stocks broken, 1 rifle musket damaged by musket ball striking the barrel, 2 side tackles shot away at starboard forward broadside gun, 1 train tackle shot away at forward starboard broadside gun, 1 train lever broken by a shot.

Expended 100 rounds of musket-ball cartridges, 50 of Sharps rifle ball cartridges, 50 pistol-ball cartridges, 50 revolver cartridges, and 200 percussion caps.

GEO. W. YOUNG,
Lieutenant-Commander, Executive Officer.

[Telegram.]

CHARLESTOWN, MASS., July 17, 1863.

(Received at Washington 3:5 p. m.)

Is the *Tuscarora* to proceed in search of the *Florida*, as directed by Department's telegram of the 8th instant? She is now ready for sea. The *Aries* can be ready by Wednesday next.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *July 17, 1863.*

Have the *Tuscarora* ready to move at a minute's notice. If you hear of the whereabouts of any privateer, dispatch the *Tuscarora* in immediate pursuit without waiting for orders from the Department.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

Letter from the Secretary of the Navy to the governor of Massachusetts regarding protection of the Massachusetts coast.

NAVY DEPARTMENT, *July 18, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter* of the 16th instant, with the accompanying papers from Provincetown.

The authorities of the latter place ask that a "vessel of sufficient capacity to repel any rebel invasion may be sent to our harbor as early as possible, to give us protection until some other means are adopted for our protection by fortifications or otherwise," and the committee add, "something ought to have been done ten years ago." It can not be expected that a vessel will be stationed at every exposed and neglected point until fortifications can be erected. Many applications are made, however, and aware of the peculiar condition of Provincetown, I expressed a desire in my last to conform to the views of yourself and others whether a cruiser should be stationed at Boston or Provincetown.

As regards the latter place and many others, there can be no difficulty in throwing up earthworks. The rebels rapidly construct sea batteries such as would afford ample protection against any wooden vessel like the *Alabama*, and the State and municipal authorities must depend upon themselves chiefly rather than the incidental aid of the Navy for their defenses.

In reference to a cruiser to be stationed at Boston and to your letter of the 2d of May on that subject, I have to state that at no time since the 1st of May has Boston been without at least one fast steamer, and generally there have been four or five in that harbor, except during the brief period when in pursuit of the *Tacony* and other reported privateers on the coast.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

His Excellency JOHN A. ANDREW,
Governor of Massachusetts.

Report of Captain Greene, U. S. Navy, senior officer present, West India Squadron, of the need of repairs to the U. S. S. Mercedita, and orders given to her commanding officer in view thereof.

U. S. S. SANTIAGO DE CUBA,
Cape Haitien, July 22, 1863.

SIR: On my arrival here on the 23d of June last a survey was being held on the condition of the U. S. S. *Mercedita*, ordered by Commander

* See pp. 347, 348.

Trenchard, the report of which was forwarded to the Navy Department, approved by myself as senior officer present.

Expecting the arrival of Acting Rear-Admiral Lardner almost daily, I did not feel authorized to send the *Mercedita* home at the time.

One month having elapsed, the admiral not having made his appearance and the vessel being unable to perform the duty assigned to her by the Department on account of the leak, I have ordered her commander to proceed to Port Royal, taking Commander Wyman (late of this ship) as passenger to that port, and on his arrival to report the same and the state of his vessel to the Navy Department, and there to await your orders.

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

THEO. P. GREENE,
Captain and Senior Officer Present.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the expected appearance of a suspicious steamer in the Mediterranean.

U. S. SLOOP OF WAR ST. LOUIS,
Algeciras, July 22, 1863.

SIR: This ship has been ready for sea the last four or five days, and I have intended to sail for Mogador, at the request of our consul at Tangier, and thence to Madeira, in pursuance of my projected cruise, but have been detained by westerly winds blowing through the straits, against which and the indraft current this and, in fact, no sailing ship is capable of beating.

Last evening I received the following telegram from consul at Cadiz:

[Translation.]

The rebel steamer named *Southerner* is expected very soon in the Mediterranean.

E. S. EGGLESTON,
U. S. Consul.

I immediately telegraphed our consul at Lisbon to inform the commanders of the *Kearsarge* and *Macedonian*, if possible, and personally communicated with our consul for Gibraltar at his residence at Campo, on the bay, who telegraphed his house at Marseilles to inform the *Constellation*. In view of this news I shall remain in this neighborhood, cruising, when the winds will permit, in the strait to convoy American merchantmen beyond immediate danger until I hear further of the movements of the *Southerner* or the arrival of some other vessel of our Navy.

The *St. Louis* can do little at catching a large and fast steamer like this rebel vessel if disposed to shun her, or at engaging her successfully if proportionately armed, but I will do what I can to cripple, capture, or destroy her if she appears, and can certainly protect, under our guns and convoy, any merchant ship. There is now at Gibraltar the American ship *E. D. Peters*, of [Bucksport, Me.], bound for Callao. I propose in that way to assist.

One or more fast and well-armed steamers stationed constantly here or at Cadiz and Lisbon, to whom news could be flashed by telegraph, would be a security to our commerce and of great service. Unfortunately at this time only sailing vessels can be communicated with, the *Kearsarge* being at the islands. In winds like those we are having a steamer might destroy a merchantman in sight of but beyond the guns of a sailing vessel of war without her being able to prevent it.

We have heard of the victories which God has granted to our armies in Pennsylvania, at Vicksburg, and in the West, and are jubilant over the news, while the Bulls on the Rock are proportionally incredulous and glum.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Memorial of the New York Chamber of Commerce to the Secretary of the Navy regarding protection of shipping interests of the United States.

NEW YORK, July 22, 1863.

This memorial of the Chamber of Commerce of the State of New York respectfully represents, that the interests of the commercial community of the United States, and especially of that part of it directly engaged in shipping, demand in the present state of affairs more adequate protection than is now afforded.

The mercantile classes of the United States, the commercial cities of the seaboard, can rightly claim to be second to none in self-sacrifice, patriotism, and devotion to the Government and nation, and feel that they are fully entitled to every effort on the part of the Government to provide for their security. That the efforts hitherto made have not been effectual is shown by the fact that 150 vessels, including two steamers, representing a tonnage of upward of 60,000 tons and a value of over \$12,000,000, have been captured by the rebel privateers *Alabama*, *Florida*, *Georgia*, and the vessels seized and armed by them. Nor is this the greatest damage which has been inflicted on American commerce. The consequence of these captures has been so to enhance the cost of insurance that the war premium alone on American vessels carrying valuable cargoes exceeds the whole freight charged by vessels sailing under neutral flags. The result is, that either American ships lie idle at our own and foreign ports, unable to procure freights, and are thus practically excluded from the carrying trade, or are transferred to foreign flags. Thus the American flag, the pride of the nation and once the emblem of its power to protect cargo and passenger on every sea, is dishonored and in disrepute or is withdrawn from the seas.

The Chamber of Commerce, in view of these facts, respectfully endorses the application made to you by the merchants of Boston for an adequate naval force, "solely under the authority of the Government," to protect our European trade and our fisheries, and for the detail of two or three powerful and fast vessels of war to protect these interests, and of one or two smaller vessels—steamers—to the Gulf of St. Lawrence; and this chamber further respectfully asks that adequate

naval protection be also given to vessels sailing in the direction of the West Indies or crossing the line bound to the Brazils or by either of the great capes.

[SEAL.]

WM. E. DODGE,

Vice-President.

JOHN AUSTIN STEVENS, Jr.,
Secretary.

HON. GIDEON WELLES,

Secretary of the Navy of the United States.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of arrival at Rio de Janeiro, Brazil, from cruise in search of Confederate vessels, transmitting letters to U. S. minister at that place regarding treatment of U. S. vessels in port of Santa Catharina, Brazil.

U. S. S. MOHICAN,

Rio, July 23, 1863.

SIR: I have to report [to] the honorable Secretary of the Navy that I have returned to this place after a cruise of fifteen days in search of the piratical vessels without seeing or learning anything of their movements. During my cruise I visited the ports of Santos and Santa Catharina, and herewith enclose to the honorable Secretary of the Navy duplicate letters Nos. 1 and 2 to his Excellency James Watson Webb, our minister at Rio, by which you will see that I was refused coal and provisions and forbidden having any communication with American vessels at Santa Catharina. Since that time all restrictions have been taken off, and we can now have coal and provisions in any port in Brazil, and the governor of Santa Catharina will be removed for his gross outrage. The correspondence between our minister and the minister of foreign affairs at Rio I presume will be forwarded to the honorable Secretary of State as soon as practicable.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

Captain, U. S. Navy,

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

U. S. S. MOHICAN,

Rio, July 23, 1863.

SIR: Since my departure from this port I have visited the ports of Santos and Santa Catharina, and was informed by the governor and commanding officer at Fort Santa Cruz, at Santa Catharina, that I could only remain twenty-four hours in that port. At my second interview, at 8 p. m. on the 16th instant, in company with the American consul, the governor informed me that we could have fresh provisions for the ship, but as soon as we left him he sent word to the person who was to furnish them "that under no circumstances was he to furnish the U. S. S. *Mohican* with fresh provisions." This was the statement of Mr. Cathcart, who was to furnish the provisions, and said that he had received the order after our interview at 8 p. m., and we had to leave

without obtaining them at the expiration of the twenty-four hours. I also stated to the commanding officer that I should probably require coal, and he informed me that I would not be allowed to take in coal unless I brought an order emanating from his Imperial Majesty at Rio to that effect. If this is to be the policy of Brazil toward our squadron on this coast, I fear that it will not be in my power to render that assistance to our commerce and citizens that should be extended to them. We have 1,600 tons of coal at Santa Catharina, and of course it is of no use to us if we are not allowed to take it on board, and in a short time I shall be perfectly helpless for the want of coal and provisions.

I hope your Excellency will bring this subject before his Imperial Majesty's Government, and have our squadron placed on the same footing as the most favored nations.

Enclosed you have a translation of a letter to the U. S. consul at Santos from the commanding officer at that port.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

His Excellency JAMES WATSON WEBB,
Minister Plenipotentiary to the Court of Brazil.

[Enclosure No. 2.]

U. S. S. MOHICAN,
Rio de Janeiro, July 23, 1863—5 p. m.

SIR: I have to state to your Excellency that while at Santa Catharina his Excellency the governor of Fort Santa Cruz forbid our having any intercourse with the American ships then in port, and also ordered that we should have no communication with the shore. As he afterwards stated to the American consul and myself that he was under the impression that my ship was the *Alabama*, and believing that his Excellency was sincere in his statement, I readily overlooked it, and said that I would make no report of the fact. His Excellency then said that I could communicate with the ships and the shore, and have fresh provisions or anything except coal. I then took leave of his Excellency. It was then nearly 8 p. m. After that time he countermanded the order for fresh provisions, as Mr. Cathcart assured me when I sent on shore to order them to be sent off to the ship at daylight the next morning.

In sending to your Excellency yesterday a copy of a letter from the military commander of the city of Santos, I should have stated that our consul reported to me that the captain of the port of Santos had said to him and my first lieutenant that the *Mohican* had no right whatever to enter the port of Santos unless from stress of weather or absolutely necessary repairs, and that we could not stay in port more than twenty-four hours; and, further, that, according to instructions from the Imperial Government, all the United States war vessels during this war were to be considered on an equal footing with the piratical cruisers *Georgia* and *Florida*. I therefore put the question direct to the military commander of the city whether he intended, as reported to our consul by the captain of the port, to place the war vessels of the United States on the same footing as the piratical cruisers *Florida* and *Georgia*, and his answer was, in presence of the consul and others, "I do." At my request the consul then addressed him a letter, in order to have his reply in writing. That reply is a dishonorable quibble. He neither denies nor admits the language used to me, but

says that "other persons who went with me on board said so." I make this supplemental report to show your Excellency everything that occurred while at Santa Catharina.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

His Excellency JAS. WATSON WEBB,
Minister Plenipotentiary to the Court of Brazil.

Letter from Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, transmitting copies of correspondence exchanged in the harbors of Santos and Santa Catharina, Brazil.

U. S. S. MOHICAN,
Rio, July 23, 1863.

SIR: I herewith enclose you copies of my letters to our consuls at Santos and Santa Catharina, with their answers, and also a letter from the military governor at Santos, and also a copy of our consul's letter to the same officer.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

[Enclosures.]

U. S. S. MOHICAN,
Santos, July 11, 1863.

SIR: I have this moment anchored in this port and am in chase of the *Alabama*, *Florida*, and *Georgia*, or any others that may have been fitted out as privateers on this coast. Will you do me the favor to give me all the information you may have in relation to the movements of these vessels? My boat is at your service, and I shall be glad to welcome you on board of the *Mohican*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

CHARLES F. DE VIVALDI,
U. S. Consul, Santos.

CONSULATE OF THE UNITED STATES,
At Santos, Brazil, July 11, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch, announcing to me your arrival at this port, the important object of your cruise in these waters, and requesting me to communicate to you any information I might have about the rebel pirates *Alabama*, *Florida*, and *Georgia*, etc.

No later intelligence has reached here about them than that published in Rio de Janeiro's newspapers while you were there. The *Alabama* has been expected to arrive here at any moment by the rebel sympathizers of this place for the last thirty-five or forty days. There is no coal here. Considering the great proximity of this port to Rio de

Janeiro, whence supplies of all kinds can be procured, the great facility of access for all kinds of vessels, and the great weakness of our harbor's defenses, and also the moral feebleness of the local authorities to oppose the entrance of the *Alabama* here, I am of the impression that this pirate will at an early day visit this city.

Offering myself entirely at your command,
Yours, very respectfully,

CHAS. F. DE VIVALDI,
U. S. Consul.

Captain O. S. GLISSON, U. S. Navy,
Present.

CONSULATE OF THE UNITED STATES,
Santos, July 12, 1863.

SIR: In conversation with you yesterday, the captain of the U. S. S. *Mohican* and myself understood you to say that the U. S. S. *Mohican* would only be allowed twenty-four hours in port, thereby placing us on the same footing with the *Florida* and *Georgia*. If such is the fact, will you be pleased to state it to us in writing?

I am, very respectfully, your obedient servant,

CHAS. F. DE VIVALDI,
U. S. Consul.

His Excellency MARECHAL DE LISBOA,
Military Commandant, City of Santos.

[Translation.]

HEADQUARTERS OF THE MILITARY COMMAND
OF THE CITY OF SANTOS,
July 12, 1863.

MOST ILLUSTRIOUS SIR: I have just received your dispatch, in which you tell me that in conversation with me yesterday the captain of the U. S. S. *Mohican* and yourself understood me to say that the same *Mohican* would only be allowed twenty-four hours in port, thus placing you on the same footing with the *Florida* and *Georgia*, and if such is the fact that I should state so in writing.

To which I answer, that other persons who went with me on board said so, and that I said and repeated that I was satisfied with the declaration made to me by the above-mentioned captain of the *Mohican*, that he would leave to-day or to-morrow morning. This my determination was prompted by the conviction in which I am that his Excellency the president of this province will approve of this my manner of proceeding. The instructions which I hold emanated from the Imperial Government demark [define] with recognized justice the rules of neutrality which the Empire has adopted for itself in relation to the war of the North American Union, and in fact cases do really exist in which vessels of war like the *Mohican* would be subjected to the same conditions of the privateers armed by the Confederates in order to be able to maintain the above-mentioned neutrality.

May God, etc.,

HENRIQUE MARQUES D'OLIV^a LISBOA,
Fiel Marechal.

Most Illustrious Señor CHAS. F. DE VIVALDI,
U. S. Consul.

U. S. S. MOHICAN,
Santa Catharina [Brazil], July 16, 1863.

SIR: I have this moment anchored in this port and am in chase of the *Alabama*, *Florida*, and *Georgia*, or any others that may have been fitted out as privateers on this coast.

Will you do me the favor to give me all the information you may have in relation to the movements of these vessels and whether they have any arrangements for coaling at this port? My boat is at your service, and I shall be glad to welcome you on board of the *Mohican*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

B. LINDSEY,
U. S. Consul, Santa Catharina.

CONSULATE OF THE UNITED STATES OF AMERICA,
Santa Catharina [Brazil], July 16, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of this date, informing [me] of your arrival at this port, and desiring from me any intelligence that I may be able to communicate relating to the whereabouts of the rebel cruisers *Alabama*, *Florida*, or others.

In this reply I can only state that no authentic information concerning any of these privateers has come into my possession later than that recently furnished in the journals of Rio de Janeiro previous to your departure from that place.

Within a few days past a report has been current in this place that the privateer *Alabama* has been reported off the southern part of this island, but I have not been able to trace it to any reliable source, and presume that it has no more foundation in fact than other reports which from time to time have been current here.

I am, sir, with the highest respect, your obedient servant,

B. LINDSEY,
Consul.

Captain O. S. GLISSON, U. S. Navy,
On Board U. S. S. Mohican.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of cruise of that vessel from June 21 to July 23, 1863, and the burning of the Confederate armed bark [Oreto, or Lapwing], tender to the C. S. S. Florida, by her own officers and crew, off Barbados, June 20, 1863.*

U. S. S. VANDERBILT,
Rio de Janeiro, July 23, 1863.

SIR: I last had this honor on the 21st June, dated off Barbados.

I communicated with the consul there who informed me [that] on the afternoon previous six men and two persons claiming to be officers came on shore in a small boat, having burned a vessel in the offing. He only knew they reported that the vessel was coal laden, had been captured by the *Florida*, and had been told to cruise in a certain latitude and longitude (unknown). They had done so for thirty days, and failing to find the *Florida* and being out of provisions, had burned their vessel

* See journals of C. S. S. *Florida* and C. S. bark *Oreto*, or *Lapwing*, following.

and came on shore at Barbados. The name of the vessel they would not tell. As I could not be of any service in this matter, I continued my way to the line and to this coast, keeping in the track of homeward-bound vessels.

I spoke several vessels north of the line, and on the 3d July, in 1° 40' S., spoke the French mail steamer, two days out from Pernambuco. Got nothing later of importance, except that the privateers had been a short time previous both at Pernambuco and Bahia.

On the 4th July communicated with the governor of Fernando de Noronha, who seemed to be quite friendly. I need hardly report the news obtained here, since you have undoubtedly ere this heard it.

I then went over to Pernambuco, making the coast well up toward Cape St. Roque, and arriving at Pernambuco on the night of the 6th, I communicated with our consul there, to again find we had been fated to come on this coast some three weeks too late. I sailed the next day with the intention of cruising along the coast as long as my coal lasted and then going in Bahia, but a few miles off the harbor spoke the American ship *City of Bath*, from Callao, bound to Antwerp, with guano. She had on board the crew of the American ship *Constitution*, coal laden, from Philadelphia bound for Shanghai. Both ships had been captured by the pirate *Georgia* and taken to the island of Trinidad, about 800 miles S. S. E. from Pernambuco, when the former ship was ransomed for a bond of \$20,000. Cargo was foreign property. He reported having left the island six days previous; that the *Georgia* was intended to coal from the *Constitution* with the ship's boats; that with the constant swell it would be very slow work, and that we stood a good chance of finding her there, and that the talk among the rebel crew was that the *Alabama* was also expected there daily.

You may believe, sir, we lost not a moment in getting to the island, and with the hope that at length fortune was kind. We had to steam against strong S. E. trade wind and large sea, but arrived there the fourth morning at break of day; but nothing was to be seen. I attempted to land, but the surf was too great, and I can hardly believe coaling to any practical extent is possible there. I went around the island and sighted Martin Vaz Rocks, and as my coal was now running quite low, had to come over to this port, 800 miles distant. About 30 miles E. by S. from the island passed through much charred and burned stuff, evidently remains of a vessel, and from the usual current there I have little doubt it was the remains of the *Constitution*. On my way over I spoke several vessels, but got nothing new. The foregoing is the last heard of the *Georgia*.

The *Alabama* spoke a foreign vessel two degrees to the eastward of this on the 17th June. I hear nothing later of her, while the *Florida*, I think there is little doubt, has gone to the North Atlantic or West Indies again.

I arrived here on the 14th, and with very little coal left. At once I saw the consul, and found there was, say, 2,100 tons Government coal here, but that there was some difficulty in getting it, as the person in whose charge it had been placed on storage had notified the consul he intended to hold it as security for some rent or contract made with him by our naval storekeeper some two years since. Fortunately our minister, General Webb, was in town, who, acting at once with energy, demanded and obtained the coal, and I was enabled to commence taking in a supply the next day.

As I write I have just finished coaling, having taken in nearly 1,200 tons. The coal is very conveniently placed on an island across the bay,

4 miles from town and alongside the storehouse built under the contract above referred to, but it has been exposed to the air and sun a long time, and is very dirty indeed.

As I had occasion to report to the Department some time since, my boilers require a good deal of patching, having several times let up on us while underway, and only the other day scalded a fireman. This is only the lower sheets of the boiler fronts, and in New York could be completely repaired in from four to five weeks. Then the boilers would be as good as new except, as I have before reported, the tubes, two-thirds of which have been in since the ship first ran. These are so thin that we dare not attempt to scale them, and consequently the increased consumption of coal has become quite serious.

My chief engineer reports that with five to seven days' more work on the boilers we can get along for the next two months possibly, but in two days more, if any intelligence should arrive here of either of the rebel vessels, I shall be off in some shape in twelve hours after knowing of it. I have purchased some provisions here, and now have three months' stores from the 1st August.

During the month of August the time of some 40 of the crew expires, and during September and October the time of some 75 more. The time of some half-dozen men is already out. I can only hope that success may crown our efforts before the state of the boilers, etc., shall render it necessary for the ship to return. With all the energy I possess I shall continue to work to that end.

Of course I can not say positively in what direction I propose moving; this will be dependent on the information I may receive. My present idea is, in the absence of any information of the rebel whereabouts, to leave this [place] at the earliest moment the work on my boilers will permit to cruise off the coast for a few days and then go to Bahia, that place, I think, being more central than this, and I do not believe that any of the rebel vessels will come here.

The Brazilian authorities seem exceedingly well inclined to us and our course. At Bahia it is understood the rebels have some coal and powder.

The *Mohican* arrived here last night and reports that at Santos they were required to leave the port in twenty-four hours and at St. Catharens [Santa Catharina] the provincial authorities refused to allow them to take on board our own coal lying there.

I presume Captain Glisson's report will reach you at the same time as this, but as he started this morning for Petropolis to see our minister in relation to the matter, it is just possible his letters may not go forward in this mail. I do [not] at all doubt that General Webb will at once put our matters on a proper footing, as I look upon it as the action of the provincial and not of the Imperial Government. Here at Bahia, Pernambuco, and Fernando de Noronha, from what I can learn, they are well disposed to us. It is well to settle a matter of this importance to our vessels on this coast at once.

I would respectfully suggest that provisions and stores generally are much higher on this coast than the prices at home, with freight, etc., added.

Coal is plenty at present at all the ports, and the price not excessive, say about \$11 to \$12 per cardiff, payable in gold, of course.

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

C. H. BALDWIN,
Commander, U. S. Navy.

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

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, of cruise for the protection of commerce in the vicinity of Nantucket Shoals.

U. S. S. AUGUSTA,
Provincetown Harbor, Mass., July 24, 1863.

SIR: I have the honor to inform the Department that we have received information from vessels boarded and from other sources that on the 12th instant a propeller, painted black, square rigged forward and fore-and-aft rigged on the main and mizzen mast, was seen near No Man's Land, and on the 15th a three-masted propeller, painted black, about 20 miles to the southward and westward of Montauk Point. This might have been the same vessel with her yards sent down. They were both large, and from their movements evidently cruising. On the 13th, schooner *Chronometer* was fired upon by a steamer which she afterwards lost sight of in the fog. Her description I have been unable to get. The locality was the same as that of the last-mentioned vessel. On the 20th a large number of barrels of lard were picked up in the neighborhood of Gay Head and No Man's Land. I had them examined, and they evidently belonged to a vessel destroyed by fire; had not been long in the water, but might have come from the brig seen on fire near the *Rienzi* on the 8th instant. In consequence of this information and these indications I have cruised in the neighborhood and to the southward and eastward of Montauk Point, Gay Head, and the Nantucket South Shoals light-ship and to the eastward of Nantucket Shoals.

We arrived here yesterday evening, and are now leaving, and purpose resuming our cruising to the eastward and southward of Nantucket Shoals and the vicinity. I find the people here somewhat excited at the chances of a visit from rebel steamers. I do not think these chances very great, but greater than those of any other port in this vicinity. Some of the reasons are: It is more easy of access than any other port; large number of fishing vessels are often here; it is a flourishing place, on which a pretty large contribution might be levied, and it has no railroad communication. This would be a good headquarters for one of our vessels, which could do serviceable cruising in the neighborhood and give the place comparative security. A vessel which left Georges Shoals on the 22d instant reports seeing no privateers and but few fishing vessels; fogs had been almost constant. We also have been most of the time in fogs, in which a vessel might be destroyed by night or day near one of our cruisers without its being perceived.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

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

Letter from the President of the United States to the Secretary of the Navy, suggesting additional rules for the government of U. S. naval commanders in regard to captures.

EXECUTIVE MANSION,
Washington, July 25, 1863.

SIR: Certain matters have come to my notice, and considered by me, which induce me to believe that it will conduce to the public interest

for you to add to the general instructions given to our naval commanders, in relation to contraband trade, propositions substantially as follows, to wit:

First. You will avoid the reality, and, as far as possible, the appearance, of using any neutral port to watch neutral vessels, and then to dart out and seize them on their departure.

NOTE.—Complaint is made that this has been practiced at the port of St. Thomas, which practice, if it exists, is disapproved and must cease.

Second. You will not, in any case, detain the crew of a captured neutral vessel, or any other subject of a neutral power, on board such vessel, as prisoners of war or otherwise, except the small number necessary as witnesses in the prize court.

NOTE.—The practice here forbidden is also charged to exist, which, if true, is disapproved and must cease.

My dear sir, it is not intended to be insinuated that you have been remiss in the performance of the arduous and responsible duties of your Department, which I take pleasure in affirming has, in your hands, been conducted with admirable success; yet, while your subordinates are, almost of necessity, brought into angry collision with the subjects of foreign states, the representatives of those states and yourself do not come into immediate contact, for the purpose of keeping the peace, in spite of such collisions. At that point there is an ultimate and heavy responsibility upon me.

What I propose is in strict accordance with international law, and is therefore unobjectionable, while, if it do no other good, it will contribute to sustain a considerable portion of the present British ministry in their places, who, if displaced, are sure to be replaced by others more unfavorable to us.

Your obedient servant,

ABRAHAM LINCOLN.

Hon. SECRETARY OF THE NAVY.

Report of the commandant navy yard, Boston, of the arrival at that port of the U. S. steamers Cambridge and Montgomery.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 26, 1863.

SIR: The U. S. steamers *Cambridge* and *Montgomery* arrived at this port last evening from a cruise.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the location of the vessels of his command.

FLAGSHIP TICONDEROGA,
Cape Haitien, July 26, 1863.

SIR: I have the honor to report the position of the West India Squadron at this time:

Ticonderoga, Commander Wm. Ronckendorff, flagship, arrived yesterday from St. Thomas.

Mercedita, Lieutenant-Commander George M. Ransom, sailed to a Northern port on the 23d instant, upon the recommendation of a survey, being in a leaky condition.

Juniata, Commander J. M. B. Oltz, has taken the place of the *Mercedita* in convoying the California steamers.

Alabama, Commander Edward T. Nichols, at this port, in a bad condition from sickness; a medical survey has been ordered.

Rhode Island, Commander S. D. Trenchard, sails to-day on a cruise off the Bahama Islands and Providence Channel.

Santiago de Cuba, Captain Theo. P. Greene, at Cape Haitien.

Octorara, Commander N. Collins, repairing and coaling at Key West.

Tioga, Commander Clary, cruising in the North West Providence Channel and about the Bahama Banks, has been ordered to this port when in want of supplies.

National Guard, Acting Master Commanding Hays, storeship, at Cape Haitien.

Gemsbok, Acting Master Commanding Oliver Thatcher, storeship, at St. Thomas.

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

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the condition of the U. S. S. Alabama.

FLAGSHIP TICONDEROGA,
Cape Haitien, July 27, 1863.

SIR: I have the honor to forward with this a report of a medical survey upon the condition of the steamer *Alabama*, together with a letter of Commander Nichols, of that ship.

It is with the greatest regret that I feel compelled to part with a ship at this time, but in view of the whole case it is believed that it would save life and valuable time to place the vessel as quickly as possible in a Northern port, as recommended by the senior medical officers of the squadron. She has been ordered, therefore, to Boston.

It will be seen by the Department that the report of survey reflects severely on the commanding officer of the *Alabama*. This can be better determined after a thorough breaking out of the ship.

I am, very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, relative to the detention and examination of supposed blockade runner Juno.

U. S. STEAM SLOOP KEARSARGE,
Praya (Terceira), July 27, 1863.

SIR: I have the honor to inform the Department that, having coaled at Fayal, and being ready to sail on the 17th instant, by way of Angra,

for the northeastern side of the island of Terceira, there arrived in the morning a steamer from Bristol, called the *Juno*. This steamer, from her fine lines, had evidently been selected for speed. She was short of coal and had come in for a supply, but as none was to be obtained except from our consul, who refused to supply her, she sailed suddenly, with the quarantine flag still flying, and shaped her course through the islands to the eastward. We immediately followed her in the *Kearsarge*, and I was in hopes of overhauling her after she had left the island of St. George; but our journal bearings becoming heated and the boilers foaming, our speed was so retarded that the chase went into Angra (Terceira) some three quarters of an hour ahead of us.

On the following day after our arrival the captain of the *Juno* came on board and enquired of me why I had fired at him. I replied I wanted him to heave to. He then requested to know if I wanted to examine him, to which I responded in the affirmative. To this response he replied that he wished I would come on board and examine his papers and cargo while he was in port. A proposition so singular could but have the effect of awakening suspicion that a part of his cargo had been discharged, which would be returned after examination. Having coaled, he sailed some three days afterwards, when we immediately followed him again. Instead of pursuing his course to the westward for Bermuda, his reported place of destination, he steamed to the eastward, close along the land, taking a course around the island, endeavoring to elude us by dodging, at one time going through a passage between Cabras Island, of only some 60 feet in width at the entrance, and gaining on us half a mile or more. Finding all his dodges of no avail, and that the *Kearsarge* would outsteam him, he hailed us and asked if I wanted to examine him now, to which I replied no; that when he was over 3 miles from land I would send on board. After one or two more shifts he steamed to the northward. As soon as he got beyond neutral jurisdiction, which cross bearings gave us, I sent on board and ordered an examination. The sea was heavy, and it being desirable to get in smoother water for this object, we steamed toward Fayal and in a more direct course for Bermuda, his port of destination, at the same time making such examination as was practicable. On the following morning, while off Fayal and engaged in this work, the British consul pulled to sea and came on board to make enquiries, when all facilities were offered to him for this purpose. At 5 o'clock in the afternoon, about twenty-eight hours after we had taken him, I directed his release, it being found impossible to search him thoroughly without throwing overboard his coals. The examination, as far as held, showed him to be laden in part with cotton sheetings, cotton cards for carding cotton, quantities of drugs, and sundries. After his release I learned from the searching officer that a passenger, who had the whole saloon for his use, had informed him that on the capture he had burned all his letters.

I have been thus particular in the narrative of this case, as I learn that the British consul has made a protest, with statement of the affair, to his Government.

The grounds under which the vessel was overhauled were, first, the indisputable right for such examination in time of war; secondly, his detention and examination being fully justified by his changing his course to eastward and endeavoring to elude search by going round the island of Terceira in hopes of passing sufficiently ahead while in neutral waters to avoid fire and escaping in this way; thirdly, the want of letter of instructions to the captain showing alternate destination from Bermuda.

In closing this letter I would beg leave to add that, the Department having given instructions to capture all vessels laden with munitions of war or contraband, it may be considered that an error in judgment has been made in not sending this vessel to the United States; but as the word contraband has taken so general a scope in diplomatic correspondence, a question necessarily arises of what is contraband on this side of the Atlantic, and the definition might be quite distinct from what may be classed contraband on the other side. In conclusion, I will state that if this vessel had been taken out of Bermuda on her alternate voyage I should without hesitation have sent her to the United States for adjudication.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

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

Report of the commandant navy yard, Boston, of the arrival of the U. S. S. Shenandoah.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 27, 1863.

SIR: I have the honor to inform you that the U. S. steam sloop *Shenandoah* arrived at this yard from a cruise this day at half past 1 o'clock p. m.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

[Telegram.]

NAVY DEPARTMENT, July 27, 1863.

Let the *Shenandoah* make a cruise to the southward and eastward, and when her coal is exhausted proceed to Philadelphia.

GIDEON WELLES,
Secretary.

Commodore MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, relative to cruise in Lake Erie.

U. S. S. MICHIGAN,
Cleveland, Ohio, July 28, 1863.

SIR: I have the honor to report the ship at this place, having made a cruise to the several cities on Lake Erie, in compliance with your order of May 9, 1861.*

The visit of the ship to Detroit, Mich., at this time was opportune. I found the people suffering under serious apprehensions of a riot in

*Order of May 9, 1861, requested him to visit the principal ports of the United States on the Lakes for the purpose of enlisting men into the naval service.

consequence of excitement in reference to the draft, probably brought about by unscrupulous sensational newspapers predicting such riots. The presence of the ship perhaps did something toward overawing the refractory, and certainly did much to allay the apprehensions of an excited, doubting people. All fears in reference to the riot had subsided before I left. I would respectfully suggest that I be permitted to enlist ten boys, over and above the complement of this ship, these boys to be between the ages of 13 and 16, to be educated in the duties of the naval profession, and selected from those whose fathers and brothers have been and are serving the Government. I have met with tolerable success in procuring recruits for the Mississippi flotilla in the last two or three months.

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

J. C. CARTER,
Commander, U. S. Navy.

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

[Telegram.]

BROOKLYN, July 29, 1863.

(Received at Washington 10:15 p. m.)

I have this moment received the following telegram:

Privateer *Florida* was at Bermuda July 22, coaling and calking, to remain two or three days.

EXCHANGE NEWSROOM, NEW YORK.

H. PAULDING,
[Commandant.]

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham, to cruise for the protection of American fisheries in the Gulf of St. Lawrence.

NAVY DEPARTMENT, July 30, 1863.

SIR: The *George Mangham*, under your command, having been fitted out for the purpose of cruising in the Gulf of St. Lawrence and in that immediate vicinity for the protection of our fisheries, you will proceed with her with all practicable dispatch to that locality and remain there until the close of the fishing season, and then return to Boston, where further orders will be received.

You will communicate with the Department when opportunities occur and keep it advised of affairs within the limits of your cruising ground. Should rebel privateers make their appearance among the fishing vessels, the Department relies upon your energy and ability to protect them and capture the depredators upon our commerce and fishing interests.

You will confine yourself to the Gulf of St. Lawrence and its vicinity, where our fishermen are most extensively engaged. Advise the Department where letters will reach you.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master JOHN COLLINS, Jr., U. S. Navy,
Comdg. U. S. schooner *George Mangham*, Washington, D. C.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, of cruise of the flagship Lancaster.

U. S. FLAGSHIP LANCASTER,
Acapulco, July 30, 1863.

SIR: I have the honor to inform you that we arrived here yesterday, after a cruise to the northward and westward as far as Magdalena Bay, in Lower California. The night after leaving Acapulco we fell in and communicated with U. S. S. *Narragansett*, Commander Stanly, from a cruise up the Gulf of California. On the 9th July spoke and boarded Pacific Mail Company's steamer *Golden Age*, Captain Lappidge, bound to Panama. The following day met H. B. M. ship *Mutine*, Captain Graham, from San Blas. The *Mutine* saluted my flag as soon as discovered. We supplied her with papers, etc. On the 13th July we anchored for a few hours at Cape San Lucas. Here we received information that heavy gales had recently occurred on the opposite side of the Gulf and several vessels were driven on shore. On the 14th July we stood into Magdalena Bay, ran about 8 miles up the bay, and anchored.

This bay is very spacious and one of the finest in the world, but scarcely a vestige of vegetation was to be seen, except a few mangrove bushes in a lagoon a few miles above the anchorage.

Fish of every description, clams, etc., are abundant, and the climate is most delightful. We remained there three days, and our sick list was reduced from 32 (the number we had on leaving Acapulco) to 15. Left Magdalena Bay July 17 and ran out for the usual track of the mail steamers. At 2 p. m. spoke and boarded U. S. storeship *Farrallones*, Acting Master C. O. Wells commanding, which I had ordered to Acapulco. At 3:30 p. m. spoke and boarded Pacific mail steamer *St. Louis*, Captain Hudson, from San Francisco bound to Panama. We were supplied with papers, which gave the glorious intelligence of the fall of Vicksburg and the check of Lee's army by General Meade, which caused great rejoicing throughout the ship.

We continued in company with the *Farrallones* until the 24th July, when we separated in a southeast gale.

With the exception of nine days, we have been under sail, keeping fires banked, in order to preserve our coal for an emergency.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron
Hon. GIDEON WELLES, Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, July 31, 1863.

Send the *Shenandoah* directly to Philadelphia.

GIDEON WELLES,
Secretary of the Navy.

Commodore JNO. B. MONTGOMERY,
Commandant Navy Yard, Boston.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, of cruise from Cape Cod, Mass., to New York.

U. S. S. AUGUSTA,
Navy Yard, New York, July 31, 1863.

SIR: I have the honor to report the arrival here yesterday evening of the U. S. S. *Augusta*, under my command.

Since my communication of the 24th instant we have cruised from off Cape Cod to off New York. On the 29th we passed the mast of a burned schooner. Fish about it and a rope, which appeared to have been attached for towing, were the only evidences of the length of time it had been in the water.

We have spoken and boarded a large number of vessels during our cruise, and it appears to me improbable that privateers have been on this part of our coast for at least more than a fortnight.

On the 25th the British brig *Caledonia*, of St. John, New Brunswick, reported she had left at Guadeloupe, West Indies, on the 12th, the U. S. S. *Ticonderoga*, with Admiral Lardner on board. The *Oneida* had left two days before, and the report there was that the privateer *Alabama* was at Belize about the middle of June.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

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

Letter from the Secretary of the Navy to the secretary of the New York Chamber of Commerce, regarding measures of protection to commerce.

NAVY DEPARTMENT, August 1, 1863.

SIR: I have the honor to acknowledge the receipt of the memorial* of the Chamber of Commerce of the State of New York, transmitted to me with your letter of the 23d ultimo, and to state in reply that measures have been taken to protect our commerce, and steamers have already been distributed over the tracks indicated in the memorial.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

JNO. AUSTIN STEVENS, Jr., Esq.,
Secretary, etc., New York.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of cruise for the protection of commerce in the vicinity of Rio de Janeiro, Brazil.

U. S. S. VANDERBILT,
Rio de Janeiro, August 2, 1863.

SIR: I last had this honor on the 23d of July, a copy of which please find enclosed; the original was sent via the French mail packet.

We completed our repairs on the boilers yesterday, and last night the English mail steamer arrived, but brought no information of either of the piratical vessels whatever. I now incline to the belief that they have all left this coast.

The *Mohican* sailed from here day before yesterday. She will cruise a few days between here and Bahia, and then coal at the latter port.

I shall be off in an hour, and shall go in the neighborhood of Trinidad Island again, and, keeping as much as possible in the track of our vessels, go up to the northward and run in Bahia, in, say, a fortnight,

* See p. 402.

for information, as well as to fill up with coal. Of course, if I should obtain any reliable information to guide me, my course might be in a totally opposite direction.

Should I not hear anything further of the pirates, either during my cruise or at Bahia, I shall then consider it certain they have left this coast, and shall then decide whether to go to the northward by the way of Cape Verde, etc., or through the West India Islands.

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

C. H. BALDWIN,
Commander, U. S. Navy.

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

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, of the arrival of that vessel at New York from Cape Haitien, West Indies.

U. S. S. ALABAMA,
New York Bay, August 2, 1863.

SIR: I have the honor to report my arrival at this place from Cape Haitien, July 27. I transmit herewith a copy of my orders from Acting Rear-Admiral Lardner. Last evening, owing to a representation made by the medical officer of the critical condition of the chief engineer and others, I steered for this port. Since leaving Cape Haitien, the fever which prevailed on board assumed a more fatal type, and up to this time we have buried 7 men and 2 officers, 6 since leaving Cape Haitien; 2 were buried at 5 this morning. Our chief engineer and second assistant are very low, 2 third assistants have died, and the remaining third assistant is barely convalescent. Two of the firemen have run the engine for the last three days. But 4 officers have escaped the fever, and all hands are much debilitated. Since the 19th of July we have had 30 cases, 9 of which terminated fatally, and we have still 20 remaining, though many of them are recovering; 2 of these remaining cases, the chief engineer and 1 man, will, I fear, terminate fatally.

All on board have behaved well under the trying circumstances, and I shall take occasion to bring them to the notice of the Department in a detailed report. I trust the Department will excuse this brief report at this time, for I have neither the energy nor ability to write more fully.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

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

[Enclosure.]

FLAGSHIP TICONDEROGA,
Cape Haitien, July 27, 1863.

SIR: You will proceed with the *Alabama*, under your command, to Boston, and upon your arrival report in writing to the honorable Secretary of the Navy and in person to the commandant of the navy yard.

The report of the survey on the condition of the *Alabama*, with my letter to the Department and other papers, are sent in the ship's letter bag with this.

Very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Commander EDWARD T. NICHOLS,
U. S. S. Alabama.

Order of the Secretary of the Navy to Commodore Ringgold, U. S. Navy, commanding U. S. ship Sabine, to cruise for the protection of commerce on the New England coast.

NAVY DEPARTMENT, August 3, 1863.

SIR: Proceed with the U. S. frigate *Sabine* on a cruise along the New England coast, recruiting at such points as may be advisable. Keep the Department advised of your movements and successes, and at all times be vigilant to give protection and assistance to our commerce and fisheries in your vicinity when in danger.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Commodore CADWALADER RINGGOLD,
Commanding U. S. Frigate Sabine, New York.

Order of the Secretary of the Navy to Commander Ransom, U. S. Navy, commanding U. S. S. Mercedita.

NAVY DEPARTMENT, August 3, 1863.

SIR: Proceed with the U. S. S. *Mercedita* immediately to Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Commander GEO. M. RANSOM,
Commanding U. S. S. Mercedita, Port Royal, S. C.

[Telegram.]

NEW YORK, Aug at 3, 1863.

(Received at Wal use all 5:10 p. m.)

We learn the rebel steamer *Florida* has sailed from Bermuda. We trust that vessels have been ordered to search for her between this port and Newfoundland. Doubtless that will be her destructive cruise.

J. D. JONES,

President Atlantic Mutual Insurance Company.

Hon. G. WELLES.

Order of the Secretary of the Navy to Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, to cruise for the interception of blockade runners.

NAVY DEPARTMENT, August 4, 1863.

SIR: Proceed on the *Connecticut* with all possible dispatch to cruise offshore in the tracks of vessels bound to Wilmington from Bermuda and Nassau.

I transmit herewith some printed extracts containing information relative to vessels that are engaged in running the blockade. The most noted that ply between Bermuda and Wilmington are the *Robert E. Lee* and the *Cornubia*, the latter now called the *Jeff Davis*.

The Department desires to call your special attention to the *Sumter*, now called *Gibraltar*, which sailed from Liverpool on the 3d of July last. She has on board, it is said, a number of guns in cases, also two very large Blakeley guns and munitions of war.

When out of coal proceed to Hampton Roads and replenish. Should you capture any steamers, send them to Boston for adjudication.

Very respectfully, etc..

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN J. ALMY,
Commander of U. S. S. Connecticut, New York.

[Telegram.]

SAN FRANCISCO, August 4, 1863.

(Received at Washington 11:50 p. m.)

Authority asked to erect earthworks for defense. A hostile vessel could inflict great injury on property if she escaped the forts, without proper works of defense here. A war steamer is needed at San Francisco.

THOS. O. SELFRIDGE,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, August 5, 1863.

Authority is given to erect earthworks for defense of the navy yard. The Department's telegram of April 21 gives you all the authority necessary to meet an emergency requiring an armed steamer beyond those belonging to the Navy now on coast.

GIDEON WELLES,
Secretary of the Navy.

Captain T. O. SELFRIDGE,
Commandant Navy Yard, San Francisco, Cal.
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Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the condition and location of the vessels of that squadron.

FLAGSHIP TICONDEROGA,
Cape Haitien, August 6, 1863.

SIR: I have the honor to report the position of the West India Squadron at this time:

Ticonderoga, Commander William Ronckendorff, flagship, at Cape Haitien.

Juniata, Commander J. M. B. Clitz, coaling at Cape Haitien, in a bad condition as to engines and masts. Official reports of surveys forwarded with this.

Rhode Island, Commander S. D. Trenchard, cruising off the Bahama Islands and Providence Channel.

Santiago de Cuba, Captain Theo. P. Greene, sails to-day to convoy the California [mail steamers]; boilers reported to be in bad condition.

Octorara, Commander Napoleon Collins, repairing and coaling at Key West; has been ordered to Cape Haitien.

Tioga, Commander Albert G. Clary, cruising in the North West Providence Channel and about Bahama Banks; has been ordered, when in want, to fill up with supplies at Key West and report at Cape Haitien.

National Guard, Acting Master Commanding William Lee Hays, storeship, at Cape Haitien.

Gemsbok, Acting Master Oliver Thacher, storeship, at St. Thomas.

Very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[P. S.]—I would suggest to the Department that the outward-bound California steamers would be an expeditious way of sending me any orders, as they are met by the convoy three times a month at the Island Mariguana.

J. L. L.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, relative to steamer Southerner, supposed to be a Confederate privateer.

U. S. SHIP CONSTELLATION,
Barcelona, August 10, 1863.

SIR: I was detained several days at Spezia by conflicting accounts about the steamer *Southerner*, intended, it is supposed, to operate as a privateer in the Mediterranean Sea. The first rumors were to the effect she had already entered it, but the latest, a letter from Mr. Sprague, says only that she is confidently expected. I have visited Marseilles and this place, wishing to keep free communication with all of our consulates, and be in readiness to start from a central point. I have just heard an American captain has been killed at Valencia, and shall stop there on the way to Gibraltar. I shall use all endeavors to prevent any marauding in our commerce. The Italian, French, and Spanish authorities have all been very courteous.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

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

Letter from Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, regarding requests for the presence of a United States man-of-war in Pacific ports.

U. S. FLAGSHIP LANCASTER,
Acapulco, August 10, 1863.

SIR: I have received your letter of the 15th July, enclosing the copy of a dispatch received by the Secretary of State from R. L. Robertson, esq., U. S. consul at Mazatlan, containing suggestions relative to the importance of a vessel of war visiting that port oftener, etc.

I am receiving letters from envoys, consuls, and ministers resident from one end of the coast to the other, including the Sandwich Islands, also from San Francisco, each and all urging the necessity of the presence of a man-of-war, every one supposing they are neglected, and each one insisting that their position is of more importance than any other within the limits of my command. Mr. Robertson has shown, from his letter, that his place was considerably favored, when we take into consideration the vessels I have and the extent of my command—from Puget Sound to the Straits of Magellan.

The shortness of the stay of our men-of-war at Mazatlan at certain seasons is owing to the dangerous anchorage. It is an open roadstead, and exposed to a heavy swell which drives ships on shore from their anchorage. That part of Mr. Robertson's letter relating to the conduct of Commander Fabius Stanly and the officers of the U. S. S. *Narragansett* I have referred to him for explanation, which will be sent to the Department as soon as received.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Order of the Secretary of the Navy to Commander Parker, U. S. Navy, commanding U. S. S. Tuscarora, to cruise in the track of homeward-bound vessels from Europe.

NAVY DEPARTMENT, August 10, 1863.

SIR: Proceed with the U. S. steam sloop *Tuscarora* on a three weeks' cruise to the eastward in the track of the homeward-bound vessels from Europe. You will go as far to the eastward as possible within the period named, and return at the end of that time to Boston, unless you should get on the track of some one of the rebel vessels and it should be advisable to go in pursuit, in which case you will not consider yourself restricted to the period mentioned.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander WM. A. PARKER,
Commanding U. S. S. *Tuscarora*, Boston.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of departure for sea in obedience to orders.

U. S. S. CONNECTICUT,
Off New York, August 10, 1863.

SIR: I hereby report that I took my departure from the navy yard, Brooklyn, to-day for sea, in compliance with orders from the Navy Department to cruise offshore on the tracks of vessels bound to Wilmington from Bermuda and Nassau.

I herewith transmit a complete muster roll of the officers and crew of this vessel in conformity to the general order, which I send back by the pilot.

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

JOHN J. ALMY,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. consul at Liverpool, England, to the Secretary of the Navy, regarding the reported movements of the U. S. S. Florida.

U. S. CONSULATE, LIVERPOOL,
Tower Building, South Water St., August 11, 1863.

SIR: Captain A. H. Lucas, of the ship *Red Gauntlet*, captured by the *Florida* in latitude $8^{\circ} 30'$ N., longitude $34^{\circ} 30'$ W., has just been to see me. While on board he learned from Captain Maffitt and the officers that the *Florida* would cruise off of Nantucket Shoals, thence toward Cape Sable, thence toward the Banks of Newfoundland, thence toward the English Channel and coast of Spain in the direction of the Strait of Gibraltar, and afterwards to their old cruising ground between 23° N. and 10° S. I give you this for what it is worth, but it would seem as if he was following out this programme, for on the 7th July he captured the ship *Sunrise* near Nantucket Shoals. I have felt it my duty to write direct, and give you the earliest information about the movements of this vessel.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

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

Order of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Commander Stanly, commanding U. S. S. Narragansett, to cruise for the protection of Pacific mail steamers.

U. S. FLAGSHIP LANCASTER,
Acapulco, August 12, 1863.

SIR: As soon as you are in all respects ready you will proceed with the U. S. S. *Narragansett*, under your command, to sea.

You will cruise along the coast between this and Las Tres Marias Islands, in the track usually taken by the Pacific mail steamers in their trips between San Francisco and this place.

You can extend your cruise as far as Mazatlan, touching at San Blas, but must endeavor always to be at Manzanillo about the 30th of each month, that being the time when our mail steamers touch at that place. For general instructions I must refer you to my letter of September 8, 1862. I will add, however, that in future you must keep at least two-thirds of your officers on board, and when lying at Mazatlan, San Blas, Manzanillo, or other places where there are many friends of the traitors now in arms against our country, a sea watch will be kept, with arms at hand, to repel any attempt at surprise during the night.

You will be pleased to communicate with the flag at least once a month from this place.

Very respectfully, yours,

CHAS. H. BELL,

Acting Rear-Admiral, Commanding Pacific Squadron.

Commander FABIUS STANLY,

Commanding U. S. S. Narragansett, Acapulco.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Mercedita, of arrival at Philadelphia Navy Yard.

U. S. S. MERCEDITA,

Navy Yard, Philadelphia, August 15, 1863.

SIR: I have the honor to report the arrival of this vessel at this place, in obedience to the Department's order of the 3d instant.

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

GEO. M. RANSOM,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the capture by that vessel of the English steamer Cronstadt.

U. S. S. RHODE ISLAND,

At Sea, Lat. 28° 41' N., Long. 76° 41' W., August 17, 1863.

SIR: I have the honor to report the seizure, by the U. S. S. *Rhode Island*, of the English screw steamer *Cronstadt* for violation of the blockade at Wilmington.

She was overtaken yesterday, the 16th instant, at about 3:15 p. m., after a chase of nearly six hours, in latitude 27° 40' N., longitude 76° 44' W., Man of War Cay, Abaco (nearest point of land) bearing S. $\frac{1}{2}$ W., 66 miles distant. Her cargo consists of cotton, turpentine, and tobacco. I have dispatched her to Boston via Port Royal for adjudication, with a prize crew under the charge of Acting Master William Williams, who has orders to report to the Department on his arrival at Boston.

The prize crew is composed of men whose terms of service have already expired or will expire during the present month. Acting Master's Mate William Rogers, of this vessel, an invalid, has been sent North by the same opportunity.

The *Cronstadt* left Wilmington on the night of the 13th instant. It was learned after the seizure of the *Cronstadt* that her chief and first assistant engineer and three men left that vessel in a boat during the midst of the chase. Her commander, first mate, and three of her crew go North in her, to be retained as witnesses in the case.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the cruise of that vessel from July 22 to August 8.

U. S. SLOOP OF WAR ST. LOUIS,
Madeira, August 17, 1863.

SIR: Agreeably to my instructions to keep the Department informed of my movements, I have to report that since writing from Algeciras on the 22d of July I have visited Tangier, Cadiz, Safi, Mogador, and this island, from whence I intend sailing to-morrow for Grand Canary, thence to Teneriffe, Palma, Fayal, etc.

After convoying two American ships through the straits, I waited at Tangier to hear further from our consul at Cadiz respecting the *Southerner*. Learning his letter to me had been sent back to Cadiz through the blundering of our vice-consul at Algeciras, and being in need of wood, water, and other necessaries best procured there, I decided to go to Cadiz and ascertain personally the extent of his information. On arrival I found the consul's telegraphic message had come from Turin via Madrid, but he had nothing further to impart; neither had our minister at Madrid, with whom he communicated on the subject by telegraph. Considering the information as too vague and unreliable to influence my movements, and probably based on the newspaper reports of the *Southerner's* being engaged to ply as a packet in the Mediterranean during the war, I decided, after completing my supplies, to pursue my cruise, sailing from Cadiz on the 2d of August. In two days after I anchored at Safi, where I was received with the greatest politeness by the governor, or bashaw, who met me at the beach on landing, and escorted me and my officers to his palace, where he regaled us, after the Moorish custom, with tea. He welcomed us as the first United States vessel of war that had ever entered Safi, and while entertaining us sent on board ship a present of a bullock and a quantity of bread. He was very minute in his enquiries concerning our war, and I was happy in being able to report our recent victories, at which he expressed his gratification. Our vice-consul was absent, but the European consuls gave us a warm welcome and expressed their satisfaction at our visit, which would be reported to the Emperor, they said, and have a very beneficial effect upon the Moors. They apologized for not hoisting their consular flags until I landed, saying they did not know but we were a rebel cruiser, in which case they had agreed not to hoist them. I sailed from Safi the morning following my arrival for Mogador, where I arrived about noon of the same day. There not being water sufficient for the ship in the inner harbor, I anchored in the outer roads, and as it was too rough for communication with the shore I immediately saluted the town, and my salute was promptly returned by the shore batteries. The next morning the health boat managed to reach the ship, and brought off a messenger from our vice-consul, but

it was still too rough for our boats. As our anchorage was a very uncomfortable and scarcely a safe one, and the consul had nothing particular to detain us, I saluted his consular flag and got underway for Madeira, where we arrived on the 8th, after two days' passage. On weighing anchor at Tangier we found the stock of our starboard bower anchor broken, and the usual spare stocks not having been provided in the ship's outfit, I have of necessity procured another stock here. In getting underway at Mogador our port chain parted, supposed from the anchor's catching under a rock, by which we lost the anchor and 7 fathoms of chain.

Learning at Cadiz from her first lieutenant, who preceded her there, it was planned for the *Macedonian* to arrive and leave this island previous to the 15th, I have delayed here longer than I wished awaiting her arrival, expecting to procure from her, as I have, the correction of my signal book and a supply of Coston night signals, cannon primers, and other essentials. I hoped also to get an anchor, but find hers are either too heavy or too light to supply our loss.

When this ship returns to Lisbon her decks and topsides will require recalking, the head of her mizzenmast, which is defective, must be scraped, and she will require a general overhaul of the rigging for a winter cruise.

The islands not being considered safe anchorages for sailing vessels in the the winter months, I respectfully [request] my cruising ground may be extended to include Ferrol and Vigo Bay, on the coast of Spain, both good harbors, seldom if ever visited by our vessels of war, and on the route taken by blockade runners from England, to take coal at Madeira. Ferrol is also one of the principal departments of the Spanish navy.

I am happy to report the officers and crew of the *St. Louis* all well.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

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

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the cruise of that vessel and of the movements of the C. S. S. Alabama.

U. S. S. VANDERBILT,
St. Helena, August 17, 1863.

SIR: I had the honor last to address the Department from Rio de Janeiro, under date of August 2, copy of which please find enclosed, and sailed the same day.

I visited Trinidad Island, but saw nothing, and as the weather was better—that is, we had lighter trade winds than I had anticipated—I decided to come over here, as, spite of the miserable quality of the coal I took in at Rio, I should probably, in the event of not hearing anything of the rebels here, either be able to get some coal here or at worst I could, by closely economizing, have sufficient to get me back to Bahia.

As I before wrote the Department, my boilers, and especially the tubes, are quite covered with salt; they are so thin we dare not attempt to scale them, consequently our consumption of coal is largely increased. This fact, in connection with the very poor quality of coal taken in at Rio (it had been lying in the open air for three years), requires me to burn, with two boilers only, say fully 10 tons per day additional.

I arrived here toward the evening of the 15th instant (Saturday), and heard from our consul that news had been received here a few days previously by the British ship *Havelock* that they had been boarded off the Cape of Good Hope on the 26th July by the *Alabama*, and had also seen, the day before, the *Georgia* standing in for the cape.

Yesterday a Danish schooner arrived from the cape, reporting that on the 2d of this month the *Alabama* had been lying off Simon's Bay for two or three days; that her captain had been on shore and had applied to the governor for permission to come in and go on the dock there to clean his bottom; that it was reported the governor would only consent to his coming in for twenty-four hours.

Immediately I arrived here I called on the governor, Rear-Admiral Sir Charles Elliot, who had but lately arrived here. He seemed quite friendly in his manner and in his conversation about our political affairs. As I have not had occasion to ask any favors, I can not say with what sincerity. As yesterday was Sunday it did not come under the twenty-four hour rule, though, for a wonder, in an English island, I have not been served with a copy of the Queen's proclamation of neutrality.

The day before I arrived there came in a small cargo (say 400 tons) coal; there was none here previously. The owners offered it for sale to me at \$31.50 per ton.

I thought well over the matter of asking permission of the authorities to take in coal here, but concluded I had best not to do so, for in that case by the proclamation I should be debarred from taking any more coal in at an English port for three months, and this whole quantity of 400 tons would not serve for any greatly increased distance.

I have now on board, say, about 600 tons, besides over 100 tons in bags; this latter is necessary for the protection of my engines and steam chests and steam chimneys, which in this vessel come up above the spar deck.

I shall sail at noon to-day and try to get to the Cape of Good Hope, and, if I have good weather, I shall have no difficulty; but if the contrary, I shall have to get back here or to Loango as best I can. At the cape I do not at all doubt I shall be able to fill up with coal. From that point, of course, my future direction must be governed by circumstances.

I have the honor to be, sir, very respectfully, your obedient servant,
C. H. BALDWIN,
Commander, U. S. Navy.

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

Report of the commandant navy yard, Boston, of the arrival at that port of the U. S. bark Ethan Allen.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, August 18, 1863.

SIR: The U. S. bark *Ethan Allen* arrived at this port this day at 11 o'clock a. m., having been cruising since the 11th July without any event of importance having occurred.

Respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

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

Letter from the captain of the bark Urania, in harbor of Cape Town, Africa, to Messrs. Coggill, merchants, in New York, containing an account of an interview with the commander of the U. S. S. Alabama.

BARK URANIA,

Cape Town, Table Bay, August 19, 1863.

GENTLEMEN: I have mentioned in letter 9 the fact that I am blockaded in this port and consider myself (since the 8th of August) as acting for the benefit of underwriters to war risk. My departure at this time would be almost certain capture, to be bonded or destroyed. The morning following the *Alabama's* arrival I had my boat manned and proceeded to pay Semmes a visit. I announced myself in the privateer's gangway as master of the Federal bark (then the only Northern vessel in port) and desired an interview on business with Captain Semmes. The officer in charge of the deck received me with smiling politeness, and desired that I should walk aft; another officer brought a message from Semmes that he would be at liberty to receive me presently, and ordered that I might be shown the vessel in the meantime. Mr. Bulloch, the master, a young, gentlemanly, and prepossessing man, showed me polite attention, and I saw the great armament necessary to capture unarmed traders. After a delay of about twenty minutes I was invited down into the cabin, was introduced to Semmes as master of the New York bark, and met a most polite reception; was invited at once to a seat by his side on the sofa. I offered a slight apology for engaging his valuable time, and requested information as to the following:

I stated that my vessel was chartered by an Englishman who had never taken any oath of foreign allegiance, etc., and owner of the cargo, etc.; that to the best of my knowledge all money transactions for the purchase of said cargo were and had been through English credits, etc., and, under these circumstances, would the *Urania*, when caught, be destroyed or bonded? The reply was, that in all cases a proper organized admiralty court was held on board to adjudicate upon prizes, and that if my documents satisfied the court that matters were bona fide as I had stated, that in that case the vessel would only be bonded.

During the latter part of this interview the master, Captain White, and supercargo, Mr. Spaulding, of *Sea Bride*, were present, awaiting an order to obtain their clothing, etc., from their unfortunate vessel, then standing off and on near the port entrance. When on point of retiring I smilingly asked Semmes if there was truth in a report current on shore that for hoisting the "old flag" so near to his vessel he had publicly expressed anger and had threatened to hang the saucy Yankee captain when he caught him, Semmes almost laughed, and assured me, while bowing me out, that he looked upon the affair from quite a different point of view; not the slightest truth in the report, and seemed rather to think the better of me for doing what I had done, as the only Federal vessel in port. "You have no right to any other flag, sir," were his last words to me.

The excitement on shore and Southern sympathy was at first so great that, fearing personal injury, I armed myself, but other than a few wordy insults from individuals to whom my person was known, but who themselves were strangers to me, I was not molested.

On board the *Alabama*, while awaiting for the interview, I met Mr. Welton, who, with hundreds of other spectators and visitors, was walking about to see the celebrated vessel. As I was apparently in

charge of an officer, Mr. Welton seemed to decline any acknowledgment of acquaintance. Mr. Welton afterwards, however, introduced himself to Semmes and, I understand, conversed about his position.

Your nephew, George O. Torrey, during the stay of the privateer, was somewhat excited. He soon, however, found courage alone to visit the vessel and see for himself. The boy's health is good. He lately passed a few days on a visit to Captain Murrison, who kindly permitted him to ride about on his son's pony and otherwise enjoy himself. His speech has not improved, but he has grown taller.

Under present circumstances it is impossible for me to say when the *Urania* may be expected to arrive in New York. Calculating sixty days from the 8th, the probable length of ordinary passage, would be about the time that we should have terminated our voyage; and I should think that any losses after that date that the shippers may suffer from a fall in the market, etc., are insured against. The difficulty of my position and my desire to act for the best will, I hope, be entertained.

I am, gentlemen, your obedient, humble servant,

EDWARD COOPER.

Messrs. C. J. & F. W. COGHILL,
Merchants, New York.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the return of that vessel to St. Helena Island for coal; transmitting correspondence in regard to the same.

U. S. S. VANDERBILT,
St. Helena, August 20, 1863.

SIR: I had this honor on the 17th instant, dated from this place, and which communication goes on by the same mail as this.

I started for the cape the same day, but when out twelve hours I concluded, from the very fresh trades that were blowing, that it would be too much risk to continue on, for even though I might possibly reach, I could barely do so, and in that case, though I might hear of the privateers in the neighborhood, I should be powerless to follow them.

I arrived here the 18th and called on the governor for permission to take in coal, which he at once granted, but requested a written application, copies of which, with his Excellency's answer, I enclose.

The next morning, however, [he] wrote me a more qualified permission, granting me only till 5 p. m. to-day to take in coal (copy enclosed). I made the best of it, and with all hands coaling night and day shall get in 400 tons, which leaves 100 tons still here, and which might be supplied to our enemies.

Now that I have taken coal in at an English port, I fear I shall have great difficulty in getting permission to take what I shall require, or indeed any, at the Cape of Good Hope. However, as it seems to me of very great importance to get this ship in that neighborhood with the least possible delay, I must take the chances of the future.

In the event of nonsuccess in finding the rebel vessels in that neighborhood I shall not be able to follow them; the want of coal alone would be an insurmountable obstacle, and I must get somewhere to overhaul and scale my boilers.

The Department may rest assured I shall exert myself to the utmost in my endeavor to come up with these marauders.

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

O. H. BALDWIN,
Commander, U. S. Navy.

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

[Enclosures.]

U. S. S. VANDERBILT,
St. Helena, August 18, 1863.

SIR: For the information of your Excellency, I beg to state the occasion of the return of this ship to this port.

A careful examination of our coal bunkers proves that we have not so much coal on board as we had believed, and not enough, in the opinion of the chief engineer, to enable us to reach a port where we might obtain a sufficient supply.

Under these circumstances, I have the honor to ask permission of your Excellency to remain in this port sufficiently long to enable me to take on board a moderate amount of coal.

I have the honor to be, sir, with the highest consideration, your obedient servant,

O. H. BALDWIN,
Commander, U. S. Navy.

His Excellency Sir CHARLES ELLIOT,
Governor of St. Helena, etc.

ST. HELENA, August 18, 1863—1:40 p. m.

SIR: I have had the honor to receive your letter of this date, acquainting me, in explanation of the return of the United States ship under your command off this anchorage, that on a careful examination of your remains of coal you find you have not so much on board as you had believed, and not so much as, in the opinion of the chief engineer, would enable you to reach a port where you can obtain a supply. In that situation of circumstances I find myself at liberty to accede to your request to remain in this port sufficiently long to enable you to take on board a moderate amount of coal.

I have the honor to be, sir, your most obedient servant,

CHARLES ELLIOT.

Commander CHARLES [H.] BALDWIN,
U. S. S. Vanderbilt.

ST. HELENA, August 19, 1863—9 a. m.

SIR: Requesting reference to your letter to me dated yesterday and to my reply to that communication dated 4:49 p. m. of the same day, I have now the honor to specify that you have my permission, if you should see fit to avail yourself of it, to take in to the extent of 500 tons of coal at this port, provided you can take in such an amount before 5 p. m. to-morrow, the 20th instant.

Hoping this arrangement may meet the request preferred in your letter to me of yesterday, it remains my duty to require that you will put to sea from this island in the United States ship under your command before sunset to-morrow, the 20th instant.

I have the honor to be, sir, your most obedient servant,

CHARLES ELLIOT.

Commander BALDWIN,
U. S. S. Vanderbilt.

U. S. S. VANDERBILT,
St. Helena, August 19, 1863—10:30 a. m.

SIR: I have the honor to acknowledge receipt of your Excellency's communication, dated this day, 9 a. m.

I shall sail from here before sunset to-morrow, although I doubt if by that time I shall be enabled to avail myself of the kind permission your Excellency has been pleased to grant me to take up to 500 tons of coal, or even near that amount.

I have the honor to be, sir, your Excellency's obedient servant,

C. H. BALDWIN,
Commander, U. S. Navy.

His Excellency Sir CHARLES ELLIOT,
Governor of St. Helena, etc.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, regarding movements of the vessels of his command.

U. S. FLAGSHIP LANCASTER,
Acapulco, August 21, 1863.

SIR: I have the honor to inform you that on my arrival here I found the U. S. steamers *Narragansett* and *Saginaw*, which I had ordered to join me at this place.

In a few days after the storeship *Farrallones* arrived. After obtaining supplies of coal and provisions, the *Narragansett* was sent on a cruise to the northward and westward, and the *Saginaw* down the coast of Panama. They sailed August 15. Copies of the instructions to each of their commanders are herewith enclosed. The mail steamer, expected with our mails, I fear has passed, in consequence of a gale of wind about the time she was due off this port. I shall probably leave here in a day or two for a cruise to the north, endeavoring to keep in the track of the Pacific mail steamers, and, should nothing unforeseen occur, will continue on to San Francisco, from which place I will communicate immediately with the Department.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the condition and location of the vessels of his command.

FLAGSHIP TICONDEROGA,
Cape Haitien, August 25, 1863.

SIR: I have the honor to report the position of the different ships of this squadron, and their condition:

Ticonderoga, flagship, Commander Ronckendorff, at Cape Haitien; in good order.

Juniata, Commander J. M. B. Clitz, has just returned from a fortnight's cruise to Havana and Key West; her engine will require two weeks' work to enable it to run a short distance at a slow rate in smooth water.

Rhode Island, Commander S. D. Trenchard, cruising off the Bahamas. This is the only ship of the squadron, except the flagship, that is fit to cruise at such a distance from a machine shop.

Santiago de Cuba, Captain T. P. Greene, employed in convoying the California steamers between the islands of Mariguana and Navassa three times a month; boilers and engines much complained of.

Octorara, Commander N. Collins, repairing at Key West.

Tioga, Commander Albert G. Olary, repairing at Key West.

The two last-named ships have taken much time at Key West for repairs. They are but slow cruisers at best, not being able to come up with anything that has steam.

National Guard, Acting Master Commanding William Lee Hays, at Cape Haitien, full of coal.

Gemsbok, Acting Master Commanding Oliver Thacher, at St. Thomas, full of coal.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

August 26.—The *Tioga* arrived to-day, and will sail on a cruise this evening. In good condition, with the exception of feed pump referred to in enclosure marked A.

[Telegram.]

NAVY DEPARTMENT, August 26, 1863.

The brig *Perry* is to cruise along the coast for the protection of the fishermen. Report when she will be ready for sea.

GIDEON WELLES,
[Secretary of the Navy.]

Commodore MONTGOMERY,
Boston Navy Yard.

Order of the Secretary of the Navy to Captain Alden, U. S. Navy, commanding U. S. S. *Fort Jackson*, to cruise off Wilmington, N. C., for the interception of arms shipped from England in the *Gibraltar* (*Sumter*).

NAVY DEPARTMENT, August 26, 1863.

SIR: The Department has information of the landing at Bermuda of two very large Whitworth guns, weighing some 22 tons each, intended

for the rebels, and will doubtless be run into some Southern port should an opportunity offer. These are supposed to be the same guns that were shipped from England in the *Sumter*, alias *Gibraltar*, which vessel has been recently reported at Bermuda.

It is very important that they should be intercepted, and with this view you will proceed at once off Wilmington and cruise in the track of vessels bound to that port from Bermuda. The *Connecticut* is also engaged in the service. There is no necessity of your cruising immediately off Wilmington or inshore, as Admiral Lee has his force employed there.

When your coal shall be exhausted, return to Hampton Roads and telegraph your arrival to the Department.

You will exercise the utmost vigilance in overhauling vessels bound toward Wilmington, and seize and send in for adjudication any and all that you may find engaged in violating the blockade.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JAMES ALDEN,
Commanding U. S. S. Fort Jackson, Hampton Roads.

P. S.—The *Sumter*, now called the *Gibraltar*, has been sold by the rebels to certain parties in England, but the sale is not recognized by this Government. You are therefore authorized and directed to seize her and send her in for adjudication should you find her anywhere outside of maritime jurisdiction.

GIDEON WELLES.

Order of the Secretary of the Navy to Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, to cruise for the protection of fishing interests in the Gulf of St. Lawrence.

NAVY DEPARTMENT, August 27, 1863.

SIR: Proceed on another cruise with the U. S. bark *Ethan Allen* to the eastward.

You will pass through the Gut of Canso into the Gulf of St. Lawrence, and, after visiting the points there usually frequented by our fishermen, return to Boston. On your outward passage touch at Eastport, Me.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master I. A. PENNELL,
Commanding U. S. Bark Ethan Allen, Boston.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the cruise of that vessel in the Azores.

U. S. STEAM SLOOP KEARSARGE,
Fayal, August 27, 1863.

SIR: I have the honor to inform the Department that since the arrival of the *Kearsarge*, on the 10th ultimo, I have continued actively cruising about these islands without meeting any of the rebel privateers, the nearest approach of any of them we have news of being the *Florida*,

which vessel, on the 15th July was 700 miles southwest of Fayal. I learn, however, that the privateers were well acquainted with our cruising ground, and it may be owing to this circumstance that the islands have not been revisited by them.

Our provisions having been nearly consumed, I shall proceed in a few days (after the arrival of the mail steamer) to Oadiz, by the way of Madeira, to replenish.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

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

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of cruise in search of Confederate vessels near the equator.

U. S. S. MOHICAN,
Bahia, August 30, 1863.

SIR: I have to report to the honorable Secretary of the Navy that I sailed from Rio on the 30th July on a cruise near the equator, and since that time have touched at Bahia, Pernambuco, Rocases [As Rocas], and Fernando de Noronha without seeing or hearing anything of the piratical vessels.

I have received your communication dated the 20th of June, and shall follow up the piratical vessels wherever they go and use every exertion to capture them.

The officers and crew continue healthy, and our ship is in splendid order.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the commandant navy yard, Portsmouth, N. H., of the pursuit of a stolen schooner by the U. S. yacht America.

NAVY YARD, PORTSMOUTH, N. H.,
August 31, 1863.

SIR: I have the honor to report that yesterday (Sunday) afternoon the master of an eastern schooner loaded with lumber requested aid in order to pursue his vessel, which had been run away with from this harbor by her mate, and probably with the intention of going South. I immediately directed Lieutenant-Commander Matthews, of the school-ship *Marion*, to send her tender, the *America*, in pursuit, and furnished him with 10 additional men from the bark *Fernandina*. Lieutenant Kane went in command of the *America*, with orders to remain out two days if necessary. She left at about 4 p. m. yesterday, and the master of the schooner went in her.

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

G. F. PEARSON,
Commandant.

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

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, of the movements of that vessel in view of expected disturbances at Buffalo, N. Y.

U. S. S. MICHIGAN,
Detroit, Mich., September 3, 1863.

SIR: I have the honor to report the arrival of this ship at this place on the 1st instant, and deem it proper to inform the Department of my recent movements and the cause thereof. I was called to Buffalo, N. Y., by urgent information that great danger was apprehended when the draft was to take place; that there was an organization of some 7,000 ruffians determined to fire and destroy all the elevators, containing millions of bushels of grain, in the vicinity of the creek. I proceeded immediately to that place and put my ship in the best possible position to act in case of necessity. I remained ten days, ready for any emergency, and only left when the necessity ceased. The authorities of Buffalo have made suitable acknowledgments of the service thus rendered. I am now here, having received the enclosed telegraphic dispatch at Erie. The duty of recruiting, assigned to me by the Department, has progressed as usual.

I have the honor to be, very respectfully, your obedient servant,
 J. C. CARTER,
Commander, U. S. Navy.

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

[Telegram.]

DETROIT, August 29, 1863—8:30 p. m.

Important public business may demand your aid and that of your steamer at this point any moment. As military commander of this State, I request that you come to Detroit with dispatch.

J. R. SMITH,
Lieutenant-Colonel, U. S. Army, Military Commander.
 Commander U. S. S. MICHIGAN, *Erie.*

Report of Commander Parker, U. S. Navy, commanding U. S. S. Tuscarora, of return to Boston from cruise for the protection of commerce.

U. S. STEAM SLOOP TUSCARORA,
Navy Yard, Boston, September 3, 1863.

SIR: I have the honor to report the arrival of the *Tuscarora* at this navy yard to-day at 4 o'clock p. m., having cruised for the last three weeks in the track of our homeward-bound vessels from Europe to the United States.

We have been as far north as latitude 46° and longitude 44° W., about 200 miles to the northward and eastward of the Grand Banks of Newfoundland, most of the time enveloped in a thick mist. We spoke and passed many vessels, but saw none of a suspicious character.

A great part of the time we were under sail alone, with banked fires, the screw propeller being detached and revolving. This ship behaved well under sail and proved to be a fast sailer.

I am, sir, very respectfully, your obedient servant,
 WM. A. PARKER,
Commander.

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

[Telegram.]

NAVY DEPARTMENT, *September 4, 1863.*

After delivering the dispatch of the 1st instant to Admiral Lee and communicating with the consul at Bermuda, remain in the vicinity of Bermuda or cruise in the track of blockade runners between that port and Wilmington, as you may think best. Your object will be to intercept and break up the large illegal traffic carried on between those ports. When out of coal return to Hampton Roads and report by telegram and letter to the Department. Proceed to sea at once.

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

Captain JAMES ALDEN,
Commanding U. S. S. Fort Jackson, Hampton Roads, Va.

Report of commandant navy yard, Portsmouth, of the return to that yard of the U. S. yacht America from search for stolen schooner Medford.

NAVY-YARD, PORTSMOUTH, N. H.,
September 5, 1863.

SIR: Referring to my letter of the 31st ultimo, I have the honor to report that the *America* returned to this harbor after an unsuccessful cruise of two days in search of the schooner *Medford*, which vessel was run away with by her mate.

The school-ship *Marion*, together with the *America*, left here this morning for Newport.

I am, most respectfully, your obedient servant,

G. F. PEARSON,
Commandant.

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

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, regarding the unsettled condition of affairs in Japan.

U. S. SHIP JAMESTOWN,
Yokohama, Japan, September 5, 1863.

SIR: The external relations of this country continue so unsettled that it will necessitate my continuance here for some time, or until things improve.

The ruling classes greatly desire that all foreigners should quit their country and never return to it again. This, however, the representatives of the foreign governments seem resolved not to do, but, as far as they can, to enforce their treaty rights.

There are about 80 American residents here, and a larger number of Europeans, all of whom remain solely by the protection afforded by foreign vessels of war. The French have a force of 400 soldiers on shore and the English 250. The Dutch and Prussians also have large guards at their respective consulates.

This ship has kept a small marine guard at the American consulate since the 15th of August, at the request of the consul and minister. In addition, a system of night signals is established, by which armed

boats are to land for the protection, and if necessary the embarkation, of the foreign residents, particularly the women and children, as the men are organized into volunteer military companies.

The affair of the *Wyoming* on the 16th of July in the Straits of Shimonoséki was duly made known to the Department before my arrival here, and was creditable to that ship. Merchant vessels are often imprudent and even reckless in running into ports and places here not open by treaty, thereby entailing upon their government the task of redress, right or wrong. A small American steamer (the *Monitor*) arrived here a week or ten days ago, originally from California and last from Shanghai and Nagasaki, for sale. She, too, would have come through the the Straits of Shimonoséki, and undoubtedly been fired into and probably sunk, but that some native passengers (Government officials) refused to come in her unless she took the outside passage, which she did. I sent an armed force on board this steamer and kept possession of her for a part of two days and the intervening night, at the request of the American consul, whose communication in this connection is herewith enclosed.

After having given up his papers, paying port charges, etc., and also the captain taking the oath of allegiance, the steamer was released. I had, upon her arrival, boarded and examined her to see that she was not a rebel privateer, as she carries four guns, two of them rifled.

General Pruyt (the American minister) availed himself of this steamer to make a short visit to Yeddo. I went up in her and spent a couple of days in visiting the city and suburbs, attended by a native guard, without any interruption whatever. General Pruyt was assigned a temple for his occupancy whilst there, and near where his former residence had been burned.

On the 15th of August a British squadron destroyed the town of Gogo-Sima, three steamers, numerous junks, etc., losing in the operation 63 persons killed and wounded. The French squadron had previously been fired into, upon which they landed a party and blew up two forts. The Dutch had also been fired into, so that most of the foreign nationalities have some grievance more or less complicated to redress, the United States perhaps the least, if anything at all, beyond the burning of the minister's house (which they say was an accident) and the prejudice entertained against all foreigners—not by the masses, but by the ruling classes. In the meantime the Prussian and Swiss agents are waiting here to negotiate treaties for their respective countries with this Government.

There are now at anchor here 12 English war steamers, 5 or 6 French, 1 Prussian, 1 Dutch, and this ship, which constitute the foreign force.

Late American newspapers received here say that four man-of-war steamers are shortly to be sent to these seas, which I sincerely hope the condition of affairs at home may enable the Government to do, for they could find ample employment between the Cape of Good Hope and this place.

American merchant vessels find great difficulty in getting freight or insurance from China or this place, not that any depredations by privateers have been committed up to this time that I have heard of east of Cape of Good Hope, but rather beyond that in the tracks home and to Europe. The moral effect, however, of an increased force in these seas would be greatly beneficial to American commerce, whenever it can be conveniently done.

In the event of these vessels coming out here, I hope the Department will assign to me a steamer appropriate to my rank and standing. As

it is, in point of command, I fare no better than if I had been condemned by the retiring board or my loyalty was questionable.

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

CICERO PRICE,
Captain.

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

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Kanagawa, Japan, August 27, 1863.

SIR: I beg to call your immediate attention to the action of the steamer *Monitor*, as she is called, now flying the American flag in this port. This vessel reached this port on the 25th instant, at 12 o'clock m. In accordance with the first regulation appended to the treaty between our Government and the Japanese Government, it is obligatory on all American vessels arriving here to enter their papers within forty-eight hours (Sundays excepted) at the consulate. This forty-eight hours elapsed to-day at 12 m. At that hour I dispatched to said vessel the U. S. deputy marshal with a communication, a copy of which I herewith enclose.

About two hours previous to the expiration of the forty-eight hours' limit the captain or commander of said steamer removed his anchorage to a point where he supposed he was outside of the port, viz, a line drawn from Treaty Point northerly across the bay, and, as the sequel has shown, for the purpose of avoiding the revenue laws of this port. My opinion is, the entire bay is the port of Kanagawa. But aside from this question the intention I regard as particularly improper, and calculated to bring in disrespect our flag and raise a serious question with the Japanese authorities, a matter that at this particular crisis should be avoided by all means.

I beg leave also to say her arrival and departure here without registering her papers may well be regarded with suspicion. She is flying our national flag, but does not conform to our laws and regulations, and, for aught that may appear to the contrary, may be wrongfully doing so, and may be a privateer or Confederate cruiser seeking what she may devour. The steamer carries, I am credibly informed, four rifled guns, besides a full complement of small arms.

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

GEO. S. FISHER,
U. S. Consul.

O. PRICE,
Captain, U. S. Navy, U. S. ship Jamestown.

Letter from the U. S. attorney for the State of New Jersey to the Secretary of the Navy, requesting information regarding seizure of the schooner Etta, formerly Uncle Ben.

OFFICE OF THE ATTORNEY OF THE UNITED STATES
FOR THE DISTRICT OF NEW JERSEY,
Newark, September 5, 1863.

SIR: I have lately caused to be seized a schooner now called the *Etta*, said to have been lately the rebel pirate *Retribution*. She came

from Nassau with a cargo of pineapples. She is said to have been the tug propeller *Uncle Ben*. Will you inform me whether the *Uncle Ben* was at any time chartered by the Government? If so, give me such information as to her history as the records of the Department may furnish.

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

A. Q. KRASBEY,
U. S. Attorney, New Jersey.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

In May, 1861, being charged by the President of the United States with the command of an expedition which required the use of tug-boats, I chartered several through Russell Sturgis, esq., of New York. The *Uncle Ben* was one he chartered by my order. He can give you full information in the premises. The charter party ought to be in the office of the assistant quartermaster, U. S. Army, New York.

G. V. FOX.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of cruise of that vessel for the interception of blockade runners.

U. S. S. CONNECTICUT,
Hampton Roads, Va., September 6, 1863.

SIR: I have the honor to report the arrival of this steamer here, after a cruise to intercept and capture blockade runners, in compliance with orders* from the Department dated August 4, 1863.

She has been out since August 11, and I have carried out and executed those orders to the best of my abilities, exercising all possible vigilance and energy. I had the most watchful lookouts constantly kept aloft on the wheelhouses and topgallant forecastle, relieving each other every hour in order that they might be fresh. I have spent by far the greatest part of my time on deck during the cruise, always up and on deck before daylight in the morning.

I cruised offshore as indicated by the Department, on the tracks of vessels bound to Wilmington from Bermuda and Nassau, changing occasionally from one line to the other, according to the winds and other circumstances, as my judgment dictated and the course which I thought blockade runners would be apt to pursue.

My cruising generally extended from soundings in 15 or 20 fathoms of water out into the Gulf Stream. Occasionally I ran on a line or zigzag course from off abreast Frying Pan Shoals up off abreast Cape Lookout. To the southward and westward of this cape I discovered the only blockade runner, as I supposed [it] to be, during my cruise, which was in the middle of the afternoon of the 16th of August. His masts and smokestacks were visible, but not his hull. I immediately gave chase to the top of my speed, which I continued for four hours, until after dark. The water was very smooth, and he kept about the same even distance from this steamer, being equally as fast; I never got sight of his hull. When dark came on she was then still distant

* See p. 420.

some 10 or 11 miles, and I consequently had to give up the chase, very much to my chagrin. Chasing an unseen object is a matter of so much uncertainty that I deemed it of not as much importance as to the taking up a position where other blockade runners were expected to pass at the time.

After cruising for nine days without seeing but one blockade runner and capturing none, I stood in toward New Inlet on the 22d of August to communicate and consult with Admiral Lee as to the best course of offshore cruising to intercept and capture blockade runners. With feelings of exasperation I learned from him that a bark-rigged steamer, with portholes pierced for guns, had a few days before got into Wilmington.

It was while starting out again on the evening of this day that the unfortunate collision with the *Quaker City* occurred, a report of which has been made to the Department. The *Connecticut* continued cruising, however, without interruption, on the tracks as indicated, with renewed vigilance, if such a thing were possible, but of numerous vessels seen, boarded, and examined, not one of them was of the character of a blockade runner. The experience obtained in this cruise would cause me to vary it a little were I to come out again, with, I should hope, better results. If I have not caught anything, it certainly has not been for the want of energy and attention. During this cruise the weather for more than half the time has been extremely boisterous and stormy. On the 27th of August it blew harder than I ever recollect to have seen it in the course of my sea service of more than twenty-one years.

On the 1st of September, standing in from offshore, I was in the vicinity of Cape Lookout, and with but two days' coal on board, about sufficient under ordinary circumstances to take me to Hampton Roads. Off here I fell in with the U. S. S. *Aries*, Captain Devens, broken down in machinery, who had been fallen in with and taken in tow by a small steamer of very little power, steaming toward Beaufort for shelter from a gale of wind then coming on. Besides her own crew, she had on board 100 supernumeraries, invalids, and men whose terms of service had expired. The approaching gale warned me that there was danger of my coal not taking me to Hampton Roads. As I found that I should have to take the *Aries* in tow, I accordingly went into Beaufort and took on board 100 tons of coal during the gale.

I considered it incumbent upon me, also, to look into Beaufort to ascertain the condition of the *Quaker City*, whether or not she had left for the North; and if not, to enquire whether she required an escort, as I was going North in compliance with orders. I found her still there, having had her bows repaired, by which it was thought she could reach Philadelphia. She went out on the 4th and made the attempt, accompanied by the *Connecticut*. The wind being fresh from the northeast, with some sea, she leaked, and had to put back; will have to do something more to her and try it when it is smooth. As previously stated, I have experienced much heavy weather. Some carpenters', joiners', and machinery repairs are required upon the steamer; not to any very great extent, however. I have towed in the U. S. S. *Aries*, having broken down in her machinery in a heavy blow.

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

JOHN J. ALMY,
Commander.

Hon. GIBBON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *September 1, 1863.*

After delivering the annexed order to Admiral Lee, off Wilmington, proceed to execute the instructions addressed to you on 26th ultimo, communicating with the U. S. consul at Bermuda and obtaining such information from him as he can give.

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

Capt. JAMES ALDEN,
*Commanding U. S. S. Fort Jackson,
Now at or hourly expected at Hampton Roads, Va.*

Report of Acting Master Williams, U. S. Navy, commanding U. S. ship Ino, of the cruise of that vessel near the equator in search of U. S. steamers Florida and Alabama.

U. S. SHIP INO,
Brooklyn Navy Yard, September 7, 1863.

SIR: I have the honor to report the arrival of the U. S. ship *Ino*, under my command, at the Brooklyn navy yard on the 7th instant.

According to instructions from the Navy Department, I sailed from New York on the 29th of May, 1863, and proceeded to convoy the ship *Aquila* well into the S. B. trades, which duty was performed without meeting with any piratical vessels, and with smooth, pleasant weather during the whole time. From thence I proceeded to cruise upon the equator in search of the piratical vessels *Alabama* and *Florida*, touching July 20 at the Island of Fernando de Noronha for water. While at that island I was informed by the governor that both of the rebel steamers *Alabama* and *Florida* were there in the month of May, and that our vessels, the *Vanderbilt* and *Mohican*, soon after; also that the English bark *Agrippina* arrived there upon the 17th of June with a cargo of coal for the pirate *Alabama*, and not finding her there sailed the same day for Bahia de Todos os Santos.

I have cruised upon the equator from the latitude 1° 30' N. to 1° 30' S., and from longitude 20° W. to 40° W. The whole distance sailed upon the equator was 3,500 miles, the distance sailed upon the cruise was 13,650 miles, and gained no further information of rebel cruisers.

On the 4th of August, 1863, I started for the United States, as my provisions were getting low and as the time of enlistment of most of the crew had expired.

The following officers I beg may be detached from the *Ino*, for contumelious conduct toward me during the cruise: Acting Assistant Surgeon H. W. Mitchell, Acting Ensigns Robert W. Parker and Henry Welton.

Hoping that my proceedings during the cruise will meet the approbation of the Department,

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

JAMES M. WILLIAMS,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Supplemental report of Acting Master Williams, U. S. Navy, commanding U. S. ship Ino.

BROOKLYN, *September 7, 1863.*

SIR: In my general report I omitted to mention a conversation which occurred with the governor of Fernando de Noronha, on the coast of Brazil, in reference to Confederate vessels. He remarked he had orders from his Government to fire into any of the above-named vessels touching there, they having been notified to that effect; he also said he was instructed to render every assistance to United States vessels who desired it touching there. He informed me he had placed extra guns on the citadel for the purpose of carrying out his instructions to fire into them.

The governor also advised me to paint my ship black, as Maffitt said he could tell every vessel belonging to U. S. Navy by their cream-colored paint. I did so, hoping it will meet the approbation of the Department. I would respectfully call your attention to the condition of the *Ino*. She wants new copper and caulking thoroughly. The *Ino* is a fast sailer and a first-class ship.

Respectfully submitted.

JAMES M. WILLIAMS,
Acting Master, Commanding U. S. Ship Ino.

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

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the condition of that vessel on arrival at Rio de Janeiro, Brazil.

U. S. S. MOHICAN,
Rio, September 8, 1863.

SIR: I have to inform the honorable Secretary of the Navy that I have arrived at this port, with the boilers of this ship in a leaky condition and the crank-pin brasses cracked. As soon as the necessary repairs can be made, and I can get reliable information of the movements of the piratical vessels, I shall be off in chase. Enclosed you have the report of the chief engineer on the boilers of this ship; they are getting quite unsafe, and she will either require new water bottoms to the boilers or new boilers to be made for her.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of preparation of that vessel for the execution of the Department's order.

U. S. S. CONNECTICUT,
Navy Yard, Norfolk, Va., September 8, 1863.

SIR: I have the honor to acknowledge the receipt of the order by telegraph from the Department to fill up with coal and report for duty to Rear-Admiral Lee, or the senior officer off Wilmington, with which I shall comply accordingly.

By permission of the senior officer in Hampton Roads, Captain Gansevoort, I have run up to the navy yard here to have some necessary repairs made, which were mentioned in a former communication, and I am coaling from the yard at the same time, that there may be no delay in the execution of the Department's order.

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

JOHN J. ALMY,
Commander.

Hon. G. V. FOX,
Acting Secretary of the Navy.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, regarding the reported movements of U. S. S. Alabama.

U. S. S. MOHICAN,
Rio, September 9, 1863.

SIR: I have to report to the honorable Secretary of the Navy that I have received information that the *Alabama* left the Cape of Good Hope on the 9th August, steering to the northward and westward. She only remained one day at the cape. If this information should prove correct, it is probable that I shall fall in with her near the line, where I am bound on a cruise. I am in hopes that the *Vanderbilt* has fallen in with her, as she sailed from Rio on the 2d August in the direction of the Cape of Good Hope.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, of the movements of that vessel from March 30 to September 10, 1863.

U. S. SHIP ONWARD,
Navy Yard, Boston, September 10, 1863.

SIR: I have the honor to submit the following report of my proceedings since March last:

After receiving my instructions, I proceeded to sea on the 30th of March, and made the Cape Verde [Islands] on the 23d of April, as previously reported. Finding there the *U. S. S. Mohican*, I sailed on a cruise, after procuring a supply of water at Porto Praya. Leaving the latter island on the 27th of April, crossed the line in 26° 30' and continued cruising between this and the thirty-third degree west longitude and from the equator to 5° S. until the 9th day of June, when I commenced working to the southward and the Brazilian coast. Our water becoming low, I put into Bahia on the 12th June, and found that the pirates *Alabama* and *Georgia* had been there, the former leaving on the 21st May, the *Georgia* two days later. I also found that the English barks *Agrippina* and *Castor* had arrived there on the 4th June, loaded with supplies of coals and gunpowder for the rebel steamers. To frustrate their designs I remained in port until the 25th June, at which date they had been compelled to sell or otherwise dispose of their cargoes.

In the meantime I procured my needed supply of water, and on the 25th June sailed for Pernambuco, reaching that port on the 28th June. Then I got information of the rebels being to the southward, and hearing nothing from the *Florida*, I concluded she had gone to the north. Knowing that Santos was a coal depot, I determined to go there, keeping in the track of vessels to and from around Cape Horn, and if I could not anticipate their movements to gain some knowledge of their whereabouts. I accordingly sailed hence on the 2d July; arrived at the port of Santos on the 16th July. After laying there until the 19th July, and not getting the information of the enemy's movements that I desired, I concluded to go still farther south, sailing from Santos on the 19th July and proceeding in the direction of St. Catherines [Santa Catharina], but found the *Mohican* had been in there. I sailed leisurely northward, overhauling all vessels in the track bound around Cape Horn. I could not gain anything further as regarded either of the rebel cruisers, and learning from a Bremen bark that the *Vanderbilt* and another United States steamer were in Rio de Janeiro, I concluded to direct my course for Bahia, this being the best and in fact the only port on the Brazilian coast at which I could procure good water. I arrived at Bahia on the 2d day of August. I was also in hopes to learn more of the rebels' course. After taking on board a stock of water sufficient for the passage northward, I weighed anchor and proceeded northerly in the track of outward and homeward bound vessels, as being my only means of gaining information of the rebel cruisers, and overhauling everything in my way. My provisions becoming short, I directed my course toward this port as leisurely as my stores would allow me.

I regret to state that in endeavoring to speak the British bark *Jane Spiers* on the night of the 22d August, owing to a mistake of the helmsman, I collided with her, springing the head of her mizzenmast, carrying away her wheel, and doing some other damage, and also carrying away our jib boom. Thinking it best to compromise and settle the matter, I did so.

I have to state further, that while in Bahia, finding a number of destitute American seamen, and knowing the scarcity of men in the United States, I took the responsibility of shipping them. I accordingly shipped 19 men. I would also state that the term of enlistment of about half my men expires during the month of September.

I also beg leave to state that our quarterly muster rolls have not been forwarded regularly on account of not having the necessary blanks. They will be forwarded as soon as possible.

In all my cruising I have endeavored to keep in the track of American vessels. I trust my conduct will meet your approbation.

Very respectfully, your obedient servant,

J. F. NICKELS,

Acting Volunteer Lieutenant, Commanding.

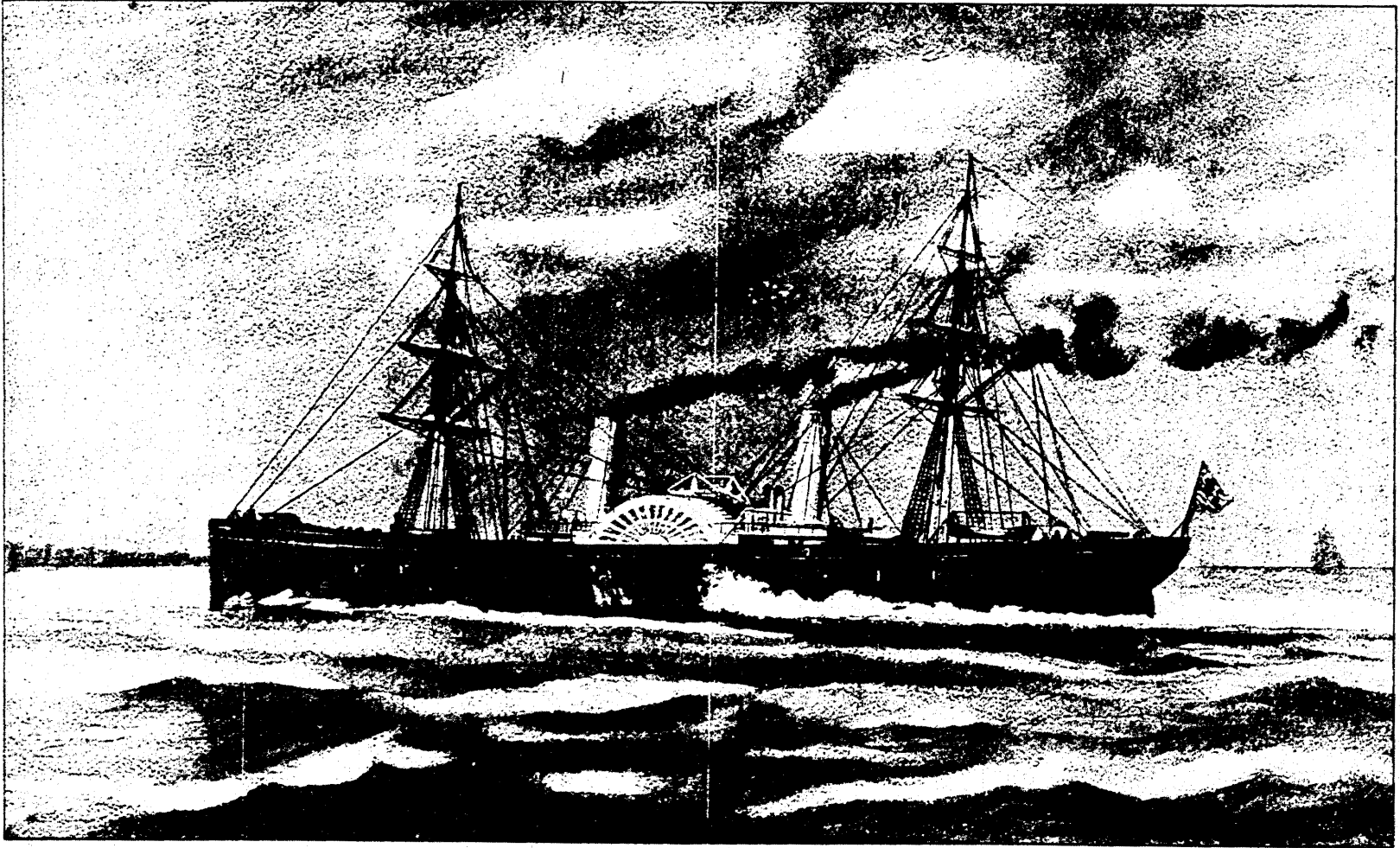
Hon. GIBBON WELLES,
Secretary of the Navy.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the cruise of that vessel in the Azores and Canary Islands.

U. S. SLOOP OF WAR ST. LOUIS,
Horta Bay, Island of Fayal, September 11, 1863.

SIR: I have to report my arrival in these roads from Teneriffe.

Since my report of the movements of this ship up to the 18th of August, from Madeira, I have visited Las Palmas, island of Grand



UNITED STATES STEAMER VANDERBILT.

Canary, and Santa Cruz, Teneriffe. It was my intention to visit the island of Palma, of the same group, but learning by the mail received at Teneriffe on the 2d that the *Florida* was last and recently reported off Kinsale, Ireland, and that the *Kearsarge* had left these islands for Cadiz, I thought it best to come directly here, remembering this was the scene of the *Alabama's* operations at this season last year.

We were becalmed after leaving Teneriffe on the 2d, and only lost sight of Palma on the afternoon of the 4th, but from thence had an excellent run, and sighted St. Mary [Santa Maria] on the 7th, after which another calm prevented our anchoring here until yesterday. During these calms, which I understand are of frequent occurrence around both the Azores and Canaries, we would have been a helpless target for the heavy long-range rifles of the *Florida*, and could have been no protection against her to others beyond the range of our guns.

We have in port here at this time six American whalers and a large American ship, the *Merrimac*, of Newburyport, put in leaky for repairs, a larger display of our flag than we have seen elsewhere since I took command.

Officers and crew are all well.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the cruise of that vessel from the island of Helena to Cape of Good Hope, transmitting enclosures.

U. S. S. VANDERBILT,
Simon's Bay, Cape of Good Hope, September 11, 1863.

SIR: I last had this honor from St. Helena, August 20, and, as I then reported, I sailed the same day at sunset, having, by working all hands for thirty-six hours continuously, succeeded in taking in the 400 tons of coal I had purchased.

I came down with two boilers, but even then, owing to the bad state the boilers were in, I consumed fully 46 tons coal per day, making, say, 7½ knots against very strong S. E. trades.

I arrived in this bay at 1 o'clock on the afternoon of the 30th ultimo, and waited well off for the pilot, who, on boarding us, informed me that the *Georgia* had sailed from here at 7 o'clock the previous evening.

I at once went out again at full speed, steaming for a point, say, 30 miles off Cape Agulhas, which very many vessels bound from China and the East Indies make. Spoke English mail steamer and two vessels next morning, and after[wards] what proved to be the Dutch bark *Johanna Elizabeth*, from Batavia, bound to Amsterdam, with a valuable cargo of sugar and tobacco, vessel and cargo said to be worth £40,000. She had 15 passengers—officers on leave with their families; had lost all her topmasts and foreyards, also most of her sails, and had her rudder badly damaged and likely to go entirely at any moment. She had been in that situation over a month, and had but a poor prospect of ever reaching port.

The captain came on board to make known his state, and asked to be towed into the nearest port, which was this, then distant, say, 95 miles.

Although this application was exceedingly ill-timed, so far as this vessel's search was concerned, I at last concluded that, on the score of

humanity, I could not refuse it, although at first I had decided to offer to take on board the crew and passengers, leaving them to abandon their vessel.

I was enabled to put him well inside this bay at daylight next morning, and then proceeded to sea again, as before, for off Cape Agulhas.

During the two succeeding days I spoke some ten or twelve vessels from various directions, but could gain no trace of the whereabouts of the *Georgia* or the other privateers.

My coal now being low, I ran in here on the 3d instant, and at once applied to the chief authority, Rear-Admiral Sir Baldwin Walker, commander in chief of the British naval station.

I enclose a copy of my communication, and of the admiral's reply. I found I could get 800 tons of coal here, all there was in private hands. This I had written the consul at Cape Town some days previously to secure conditionally. I could get no further news of the *Georgia* or her mates.

I learned the former had remained here, under plea of repairing, for two weeks, and had taken in 200 tons coal.

The privateer barks I got no further news of, except that it is highly probable they were still in the neighborhood of Saldanha Bay, or farther up the coast, say at Angra Pequena, or they might have gone to Loanda to sell cargo.

Our consul at Cape Town, Mr. Graham, has done everything in his power to forward our progress.

The admiral and the governor, Sir Philip Wodehouse, on whom I called at Cape Town, have been very civil and polite.

The appearance of this ship here, if attended with no other advantage, has caused a much improved state of feeling, so at least our friends say, and I think many at Cape Town who are [were] zealous in their reception of the pirate *Alabama* are now rather ashamed of their conduct.

I leave to the consul the task of reporting the facts of the case in the matter of the pirate prize barks being allowed to refit and sail again as belligerents, and his correspondence with the governor on the subject.

On arriving, an examination of our boilers and smokestacks showed them to be in even worse condition than I had before reported. The lower part of the forward stack is so far gone that I hardly believe it would have stood had we experienced a gale, which at this season is probable at any day in this locality. The condition of the after smoke stack is but little better than that of the one forward. My chief engineer and his assistants have been hard at work since the hour of our arrival, and I believe the forward smokestack is in tolerable order, for a time at least.

The lower part of the fronts of all the boilers are in a very bad state, notwithstanding all we could do for them at Rio. While at sea one or the other is constantly giving out, and the iron is worn so thin that there remains hardly anything to rivet to. This has now become quite serious, and the time we have had in port has not been long enough to do properly even what could be done by our own people.

The chief engineer, who is a thorough, practical workman, together with his assistants, deserve great praise for the manner in which they have got along with the incessant work, commencing the moment we get into port and only ending to get underway.

Two of my assistant engineers were sent away in prizes, and two more have been and are quite sick.

I have just finished coaling, having taken in 904 tons. The weather has been very bad since I have been here, blowing very heavily, often rendering it impossible to get the coal from shore or keep lighters alongside.

I expect to leave here to-night, and have concluded to go off the coast to the southward and eastward in the track of vessels from the East Indies, and, failing any information, may go to Mauritius, distant, say, 2,400 miles. If nothing positive can be heard there, back here along the west coast of Africa, looking in the several bays and anchorages, to St. Paul de Loanda to coal.

There are now about 46 men of my crew whose time of service has expired, and by the 10th of November there will be, say, 100.

On my arrival here I was invited in to state my claim for salvage on the Dutch bark. I authorized our consul to say we had none; that I knew it would give satisfaction to my Government to know that we had been able to do any service to a vessel carrying the Dutch flag.

This cause also, I think, has been of service to us here, my abandonment of any claim on so valuable a cargo giving rise to much comment in our favor among the English, and noticed in the Cape Town papers.

I enclose copies of my last dispatch; the originals were sent from St. Helena.

Notwithstanding my bad luck in coming a few hours too late, I still have some hope that we may be able to do some good service before our return is necessary; at least, I shall do all in my power to that end.

I had forgotten to mention that I supplied the American bark *Nabob*, from Manila to New York, with some provisions, she being short.

There are now lying here the British flagship *Narcissus*, 50 guns, screw frigate; the screw sloop *Essex*, 21 guns, on her way to New Zealand, and at Table Bay the paddle-wheel steamer *Valorous*, 16 guns.

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

O. H. BALDWIN,
Commander, U. S. Navy.

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

[Enclosures—Newspaper clipping.]

The U. S. S. Vanderbilt and the Johanna Elizabeth.

The following correspondence has passed between the Netherlands and American consuls:

CONSULATE GENERAL OF THE NETHERLANDS,
Cape Town, September 8, 1863.

SIR: Having only returned from a week's tour into the country late last night, I learned this morning from my vice-consul how readily Commander Charles H. Baldwin, of the U. S. corvette *Vanderbilt*, had rendered assistance to the Dutch bark *Johanna Elizabeth*, Captain Junius, when the latter vessel was in distress from loss of top-masts, yards, and sails, and a broken rudder, off L'Agulhas, by towing her to the entrance of False Bay, a distance of 100 miles, and thus enabling her to reach and safely anchor in Simon's Bay on the evening of the 1st instant.

I beg through you to express to Commander Baldwin my acknowledgments for the aid thus rendered by him to a Dutch merchant vessel in distress, and to assure him that the readiness with which that assistance was granted, and the disinterestedness evinced by Commander Baldwin in waiving all claims to salvage, are not only highly appreciated both by the master of *Johanna Elizabeth* and myself, but will be duly brought to the notice of his Netherlandic Majesty's Government.

I have the honor to be, with the highest consideration, sir, your most obedient servant,

O. J. TRUTER,
Consul-General of the Netherlands for all the British Possessions in South Africa,
WALTER GRAHAM, Esq.,
Consul of the United States for Cape Town.

U. S. CONSULATE,
Cape Town, September 9, 1863.

SIR: I am requested by Charles H. Baldwin, commander, U. S. Navy, now in command of the *Vanderbilt*, to acknowledge the receipt of your thanks to him for an act of humanity toward a vessel in distress belonging to a merchant of a friendly nation.

Having informed the master of the *Johanna Elizabeth* a day or two ago that Commander Baldwin had authorized me to waive all claims to salvage under the circumstances, especially as the vessel belonged to a nation which had never closed its ports against American warships under any circumstances, I have only to add that he feels highly gratified that providential circumstances put it in his power to render the required assistance. When I alluded to this matter at an interview I had with him recently, he said that had he been going westward at the time he spoke the bark the assistance would hardly have been deserving of thanks, as it would not have decreased the speed of his vessel more than 2 knots an hour; but as it was important that he should proceed eastward just at that time, the assistance rendered interfered with his plans. He added, however, that looking at the condition of the vessel, which had been drifting about for over five weeks, and crossing her own tracks frequently, as her charts showed, he could not resist the impulse to aid her as he did, however much it might interfere with the course he had previously marked out.

Hoping that this kind act of his may help to perpetuate the long existing amity between the Netherlands and the United States of America,

I have the honor to be, sir, your most obedient servant,

WALTER GRAHAM,
U. S. Consul.

O. J. TRUTER, Esq.,
Consul-General of the Netherlands, Cape Town.

U. S. S. VANDERBILT,
Simon's Bay, September 3, 1863.

SIR: I have the honor to inform your Excellency of the arrival here of this ship.

I have put in this port to procure coal, my supply being almost exhausted, and also to make some necessary repairs and overhaul my engines and boilers, which, in the opinion of my chief engineer, will require from seven to ten days to complete.

I now respectfully request your Excellency's permission to procure the necessary supply of coal and make the repairs above referred to.

I have the honor to be, sir, with the highest consideration, your obedient servant,

C. H. BALDWIN,
Commander, U. S. Navy.

Admiral Sir BALDWIN WALKER, R. N.,
Commander in Chief H. B. M. Naval Forces,
Cape of Good Hope.

H. B. M. S. NARCISSUS,
Simon's Bay, September 3, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of this date, and I beg to inform you that there is no objection to your receiving the necessary supply of coals and making such repairs as you may require at this port, in conformity with the proclamation of neutrality of her Majesty the Queen of Great Britain, of which you are no doubt aware.

I have the honor to be, sir, your most obedient servant,

BALDWIN WALKER,
Rear-Admiral, Commander in Chief.

Commander C. H. BALDWIN,
Commanding the U. S. Ship of War *Vanderbilt*.

Report of Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham, of the cruise of that vessel for the protection of the fishing interests in the Gulf of St. Lawrence.

U. S. SCHOONER GEORGE MANGHAM,
Georgetown, Prince Edward Island, September 12, 1863.

SIR: I have the honor to report that this vessel, after leaving the navy yard at Charlestown, Mass., on the 14th ultimo, proceeded, in accordance with your instructions, immediately to the Gulf of St. Lawrence, the passage out being accomplished in about ten days and unmarked by any incident which merits mention.

Since arriving in the gulf we have been cruising around and about the Magdalen and Prince Edward islands, and as far north as Cape Gaspé. The appearance of our vessel in these waters has occasioned among the fishermen, according to the statements of themselves and others, a feeling of security and protection while engaged in the pursuit of their daily avocations. As yet there has been no appearance of any rebel in the gulf, though various reports to the effect that one of their pirates had been seen have been in circulation.

We have had the misfortune, during the storms which prevail more or less in this quarter during the present season, of having our fore gaff carried away on two occasions, and are now here for the purpose of having a new one made. As soon as this repair is accomplished we shall proceed on our cruise among the fishermen, the greater number of whom are now around here and the Magdalen Islands.

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

JOHN COLLINS, JR.,
Acting Master, Commanding.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of departure for the Irish Channel in search of U. S. S. Florida.

U. S. STEAM SLOOP KEARSARGE,
Ferrol, Spain, September 15, 1863.

SIR: I have the honor to report that on the arrival of the *Kearsarge* at Madeira from the Western Islands, 7th instant, information having been received of the appearance of the *Florida* in the Irish Channel, I immediately left for that destination. I regret, however, to inform the Department that a continual heavy wind from the north and eastward has retarded our passage and compelled me to put into this port for coals. Our detention here will not be over twenty-four hours, when I shall proceed with all dispatch in hopes of falling [in] with the *Florida* before advices of our movements have been received.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

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

Report of Captain Alden, U. S. Navy, commanding U. S. S. Fort Jackson, of arrival at Hampton Roads, giving account of cruise from September 4 to 16, 1863.

U. S. S. FORT JACKSON,
Hampton Roads, September 16, 1863.

SIR: I have the honor to report my arrival at this place, having been compelled to return a day or two sooner than I otherwise should owing to the burning of one of our boilers, which I am sure was the result of sheer ignorance and carelessness. The circumstances connected with the disaster will be found in the chief engineer's report, which is herewith enclosed.

I will now proceed to make a detailed report of my proceedings since I left this anchorage on the 4th instant. 'Touching off' Wilmington, I found the admiral had left. Thence I made all speed for Bermuda, arriving on the 9th instant. I anchored outside the harbor, and sent a boat immediately to communicate with the governor, and also to invite our consul on board. The former evinced every desire to afford us facilities for all necessary repairs and supplies, but at the same time served the twenty-four-hour notice* upon me, a copy of which is enclosed. The vice-consul (the consul being absent) came off and advised me, if I did not wish to be detained, to put to sea at once, for the captain of a blockade runner (the *Ella and Annie*) had gone to the governor for that purpose. The vessel had come out of the harbor ready for sea, and was then passing and repassing us, flaunting that symbol of rebellion and occasionally dipping it to us in derision. This the authorities on shore must have observed, as well as the insults offered our officers while on their way to and from the governor's quarters. I should have at least called their attention to these things if I had remained there long enough, and intended to do so on my return, but circumstances prevented my revisiting that hospitable (?) spot again. The vice-consul had very little to say, except that quite a trade had lately grown up between that place and Wilmington. Some ten or a dozen steamers were employed, and every facility afforded them, apparently, by the people of Bermuda to evade our laws. Time seemed to be pressing, and as I wished to avoid the pending notification from the governor, which would have inevitably detained me at least twenty-four hours, I decided to go to sea immediately and watch outside.

Nothing transpired till the 11th instant, when we encountered a heavy gale from the N. E. to E., with an ugly sea from the southward and eastward. It lasted about twelve hours, during some six of which it blew with more violence than I have ever experienced before, with a tremendous cross sea. The ship labored some and shipped more or less water, but she came out of it bravely, almost unscathed, proving herself a fine sea boat. The only damage sustained was the loss of the "roundhouses" from the forward guards, booby hatch forward, wash-deck pump, and some spar-deck ports washed away, etc. We had hardly, however, got these damages partially repaired and things settled down into their places again, when, on the morning of the 13th instant, the alarm of fire was raised. It was soon found to proceed from the felt around the starboard after boiler, which had taken fire from the excessive heat engendered in the absence of water, all of which had been permitted to escape from the boiler. By great exertion an explosion was avoided and the fire extinguished, but the four furnaces of the boiler are ruined and will have to be replaced. In this connec-

* See Vol. I, p. 325.

tion I would state that the alarm of fire on board ship always occasions more or less confusion and excitement, but I have never seen men under any such circumstances behave better than this crew did, although, as you are aware, they are for the most part raw recruits, a great proportion of them never having been to sea before. I observed the conduct of a young officer, Acting Master's Mate George W. Smoot, who behaved particularly well in ascertaining the locality and extent of the fire and in extinguishing it. I would therefore recommend that he be promoted to acting ensign.

In conclusion, as much has been said in regard to the probable behavior of this vessel at sea, owing to her want of stability, etc., I would beg leave to remark that I have seldom seen a better sea boat, having had a fine chance to try her. She is somewhat tender, whether deep or light, and if a single gun is run in and its opposite left out she feels it at once. This makes her less acceptable to the service as a war vessel than she otherwise would be, but I hardly think, however, any change in her battery would better it. She is like some other vessels of her class that I have seen—they get an unaccountable list, and when you come to straighten them up over they go just as much the other way. She is good for about 11 knots under very favorable circumstances, which will be, I think, her maximum speed, unless when driven hard.

With great respect, I am, your obedient servant,

JAMES ALDEN,
Captain.

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

[Telegram.]

NAVY DEPARTMENT, *September 17, 1863.*

Proceed with the *Fort Jackson* to New York without delay and report to Rear-Admiral Paulding.

GIDEON WELLES,
Secretary of the Navy.

Captain JAMES ALDEN,
Commanding U. S. S. Fort Jackson, Hampton Roads.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the chase by that vessel, from the harbor of Rio de Janeiro, Brazil, of the bark Gracie, and transmitting correspondence relative thereto.

U. S. S. MOHICAN,
Rio, September 17, 1863.

SIR: I have to report to the honorable Secretary of the Navy that on the 13th instant, at 3:30 p. m.; the bark *Gracie*, late the American bark *Fanny Crenshaw*, improperly transferred to the British flag, got underway in tow of a Brazilian steamer and stood out of this harbor. At 5 p. m. I got underway with the U. S. S. *Mohican* and stood down the harbor, intending to capture the said bark as soon as she cleared the jurisdiction of Brazil, but as we cleared the port we discovered the

bark still in tow of the steamer, and returning to port. I continued my course to seaward, and we soon passed the *Gracie*, standing into the harbor in tow of the Brazilian steamer, about half a mile from the shore, not speaking or interfering with her in any way. I remained at sea all night and returned to port the following morning, when the enclosed correspondence took place with Captain Craufurd, of her Britannic Majesty's storeship, lying in the harbor of Rio; also my answers. I also enclose you letters marked A and B from our minister, James Watson Webb, at this court, which will more fully explain the nature of this vessel. As the owners of the *Gracie* have made up their minds that they will not allow this vessel to go to sea while the *Mohican* is in this port, and I deeming it of the utmost importance to get to sea as soon as my repairs are completed in chase of the piratical vessels, I shall not wait longer for this vessel to put to sea, but I am in hopes of falling in with her off Cape Frio or near the equator.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

H. M. S. EGMONT,
Rio de Janeiro, September 14, 1863.

SIR: The English bark *Gracie*, properly dispatched in all due form by the Brazilian authorities at this port, having put to sea yesterday afternoon to proceed on her voyage to Liverpool, was obliged, in consequence of your having proceeded in chase in the *Mohican*, to return to this anchorage last evening to seek protection.

In the total absence of any just cause for such a proceeding on your part, I have the honor to request an explanation of the same and to protest against this unwarrantable interference with the commerce and flag of a friendly nation.

I am, sir, your obedient servant,

FRED. A. B. CRAUFURD,
Captain of H. M. S. Egmont and Senior Officer.

Captain GLISSON,
U. S. S. Mohican.

U. S. S. MOHICAN,
Rio, September 15, 1863.

SIR: Your communication dated the 14th instant was received late last evening, and in answer I have to state that I have in no way interfered with the bark *Gracie*. She left this port and returned with her own free will, and I shall not under any circumstances interfere with her departure from Brazilian jurisdiction.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

FRED. A. B. CRAUFURD,
Captain of H. M. S. Egmont and Senior Officer.

H. M. S. EGMONT,
Rio de Janeiro, September 15, 1863.

SIR: I have to acknowledge receipt of your communication of this date, in which you state that you have in no way interfered with the bark *Gracie*, a statement which is scarcely borne out by facts.

The *Gracie* is one of three vessels lately sold by public auction under the authority of the Brazilian law courts, the sentence of the said courts pronouncing them to be the property of Mr. Barton Fletcher Allen, of Liverpool, a British subject, and her Britannic Majesty's consul being satisfied that Mr. Barton Fletcher Allen is a proper person to own British ships, and that they are entitled to a provisional register, they have been furnished with a flag and papers, and are entitled to every protection as being bona fide English ships.

General Webb, U. S. minister at this court, has informed Mr. Consul Westwood that he ignored the proceedings of the law in this country, and has threatened to seize the said ships if found on the Atlantic.

You have yourself stated publicly your intention of capturing these vessels when they proceeded to sea, and on the *Gracie's* proceeding to sea, having been duly cleared by the Brazilian authorities, you immediately start in chase, and she is therefore compelled to turn back for protection.

I therefore repeat that you have interfered with this vessel in her voyage to Liverpool in a most unwarrantable manner, and to request an explanation.

I beg to forward copy of a protest made before the British consul at this port by the master of the *Gracie*.

I am, sir, your obedient servant,

FRED. A. B. CRAUFURD,
Captain and Senior Officer.

Captain O. S. GIBBSON,
U. S. S. *Mohican*.

Protest.

By this public instrument of declaration and protest be it known unto all to whom it may or shall concern, that on this 14th day of September, 1863, before me, John Julius Collings Westwood, esq., her Britannic Majesty's consul in this city of Rio de Janeiro, personally came and appeared Robert Talbot, master of the British bark *Gracie*, who declared and said that the said vessel having been duly cleared for Liverpool in ballast she was got underway and left the inner anchorage yesterday at about 3:30 p. m. in tow of the steam tug *Incantavel*, and after receiving the port visits she proceeded out of the harbor, passing Fort Santa Cruz at about 4:30; that an hour after this, and when the *Gracie* was between Fort Santa Cruz and Raza light-house, being still in tow of the steam tug, appearer observed that the U. S. war steamer *Mohican* had left her anchorage and was in chase of the *Gracie*, and having every reason to believe that if the said vessel *Gracie* proceeded to sea she would be captured by the American war steamer, he, the said appearer, gave orders to the towboat to return to the harbor; that on the way back to the harbor the *Gracie* was met by the *Mohican*, when the latter turned and followed the *Gracie* for some distance; that on the *Gracie's* return into the harbor she was anchored between Fort Villegagnon and her Majesty's ship *Egmont*, and the protection of Captain Craufurd, the senior British naval officer in port, was at once solicited.

That in consequence of the hostile proceeding of the commander of the aforesaid U. S. steamer of war *Mohican*, the voyage of the *Gracie* is now delayed, and consequently he, the said appearer, hereby declares on part and behalf of himself, the owner of the said bark *Gracie*, and those interested, to protest against the commander of the said war steamer *Mohican*, or whomsoever it may or shall concern for such detention, declaring by these presents that he holds the said commander of the *Mohican*, or whomsoever else it may or shall concern, responsible for all losses, damages, expenses, costs, and prejudices that have arisen or have been occasioned or that may arise or be caused in consequence of the forcible detention in this port of the said bark *Gracie*; and further he, the said appearer, declares to reserve to himself, the owner of the *Gracie*, and all others interested the right to claim from the Government of the United States for all such losses, costs, damages, expenses, and prejudices caused by this officer, the aforesaid commander of the *Mohican*, or by the act or acts of any other authority of the Federal Government in this place.

Thus done and protested, the aforesaid appearer has hereunto subscribed his name, the place and date first above written.

ROBERT TALBOT.

In testimonium veritatis:

JNO. J. C. WESTWOOD,
H. B. M. Consul.

I, John Julius Collings Westwood, her Britannic Majesty's consul in this city of Rio de Janeiro, do hereby certify that the foregoing is a true and faithful copy of a protest made this day before me by Robert Talbot, master of the British bark *Gracie*, said copy being carefully taken and subscribed from a book kept in this office marked General Register D, page 272.

Given under my hand and seal of office at Rio de Janeiro this 14th September, 1863.

JNO. J. C. WESTWOOD,
H. B. M. Consul.

True copy:

FRED. A. B. CRAUFURD,
Captain and Senior Officer.

U. S. S. MOHICAN,
Rio, September 15, 1863.

SIR: Your note of this date has been duly received, in which occurs the following phrase:

I therefore repeat that you have interfered with this vessel (the *Gracie*) on her voyage to Liverpool in a most unwarrantable manner, and to request an explanation.

This language precludes any answer or explanation, even if I recognized your right to make such a demand. I content myself, therefore, with remarking that I am acting under the directions of the minister of the United States duly accredited to the court of Brazil.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

FRED. A. B. CRAUFURD,
Captain of H. M. S. Egmont and Senior Officer.

A.

LEGATION OF THE UNITED STATES,
Petropolis, September 14, 1863.

MY DEAR SIR: I have verbally explained to you the position of certain rebel vessels in the port of Rio, which, by confiscation, have become the property of the United States, but which certain British subjects, favored by the British consul and the action of a local court, are striving to convert into the property of an English house and then convey beyond our reach under the British flag. It is unnecessary to enter into any detail of the circumstances connected with this affair, as you will find all the particulars on the books of the consulate, to which I have heretofore referred you.

I have given notice in writing to the British consul that if he presumes to give these vessels British papers, in defiance of the protest of our consul and this legation against their illegal sale and transfer, I should direct any vessel of war of the United States on this station at the time of their sailing to follow them to sea and capture them.

Your first and most pressing duty in this region is to follow and capture the pirate *Alabama* wherever you may find her, and with that all-important duty it is not my intention to interfere. If, however, while you are in port waiting to receive intelligence of the whereabouts of the *Alabama*, any one or more of the vessels referred to should sail from Rio, I care not under what colors, it is my desire that you should follow them, take possession of them, and send them to the port of New York in charge of a prize crew, to be dealt with as our Government may determine.

I am told that the vessels referred to have already the British flag flying over them, and if so, they unquestionably have British papers in possession, while proceedings are still pending in the Brazilian courts, under which, if they should be unfavorable to the United States, they will be claimed as British property; but until such adverse decision there is not even a pretense for changing their flag. I do not think they will be permitted to leave this port while you are here; but if they should, you will follow and capture them as soon as they get a good offing. And to prevent some pirate retaking them when under the American flag, would it not be prudent to give orders to the prize master you may put on board to use the flag and papers which the British consul may give them, in the event of being boarded by one of the English pirates now cruising under the Confederate flag? Should you return to Rio after such capture it might be well to abstain from reporting what you have done, except to the U. S. consul and myself.

With great respect, your obedient servant,

J. WATSON WEBB.

Captain O. S. GLISSON,
U. S. Navy.

P. S.—*Seven o'clock p. m.*—By the mail just arrived from Rio I learn that it became necessary for you to act yesterday upon my verbal instructions. I cordially approve of what you have done, and add this note for the purpose of recognizing the fact that you have acted under my instructions. I shall see you to-morrow.

J. WATSON WEBB.

B.

U. S. S. MOHICAN,

Harbor of Rio de Janeiro, September 17, 1863.

MY DEAR CAPTAIN: Should the French mail steamer arrive to-day you will doubtless sail to-morrow in search of the *Alabama*, whether you do or do not receive information as to her probable whereabouts. In this I think you are right, and I do not desire to detain you a single day to obtain possession of the rebel vessels. We have demonstrated our total disregard of English arrogance, and that in defiance of the prestige of the British flag we will take what is clearly our own, even when protected by British papers and British colors. This fact having been demonstrated to the satisfaction of the authorities and people of Brazil, and our country having received the full benefit of the lesson taught, I care very little what becomes of the rebel vessels in relation to which proceedings are still pending in the local courts of Brazil. Fortunately, the British consul was foolish enough to grant the *Gracie* British papers and British colors while the courts were still deliberating upon the question of ownership, and thereby an English official became a party to an attempt at running away with property which was under the protection of and within the keeping of the courts. So we clearly had a right to capture any one of these vessels wherever found, and I claim that our right to do so would not have been impaired by a decision against us in a court which had no jurisdiction in the premises.

It is quite possible that as soon as you put to sea the *Gracie* will take her departure, and you may fall in with her. If so, you will of course take possession of her, but you are not to treat her as a prize and regulate your proceedings accordingly. It will simply be a seizure of United States property illegally carried away, and you will send her to New York in such manner as best suits your convenience. I would not send either the master or any of her crew with her, but take them either to Bahia or this port, as you may deem expedient, when they should be sent to the British consulate, the ship captured having, at the time of her capture, British papers and sailing under the British flag.

Wishing you a pleasant voyage and the good fortune to fall in with the *Alabama*, believe me, my dear captain,

Your friend and obedient servant,

J. WATSON WEBB.

Captain O. S. GLISSON,
U. S. Navy.

Report of Acting Rear-Admiral Gardner, U. S. Navy, commanding West India Squadron, of the condition and position of the vessels under his command.

FLAGSHIP TICONDEROGA,
Cape Haitien, September 17, 1863.

SIR: In transmitting a statement of the position of the different ships of the squadron, I enclose reports relative to their machinery and general condition.

A survey on a very important part of the engine of the *Ticonderoga* shows it to be disabled. As the Kingston valve and blowpipe open out near the keel, any increase in this defect might endanger the ship. It is probable that it may become necessary to send this ship to a Northern port before I can hear from the Department.

Of the *Santiago de Ouba*, the boilers and some other parts of her engine have, from a long course of efficient service, become nearly worn out; she can not cruise much longer.

The *Octorara* is reported to be somewhat in the same condition.

The *Tioga* is much in want of a feed pump, for which she has been sent to Key West.

The *Juniata* since leaving the United States has been more than half the time repairing her engine. Very little, if any, work can be looked for from that ship. If it were not for the very reduced condition of the squadron, it would be expedient to send her to a Northern port.

The *Rhode Island* has been coaling and repairing for the last fortnight at St. Thomas. She is believed to be in a serviceable condition, although her copper is bad.

Very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

FLAGSHIP TICONDEROGA,
Cape Haitien, September 16, 1863.

Ticonderoga, flagship, Commander William Ronckendorff, at Cape Haitien.

Juniata, Commander J. M. B. Clitz, repairing at Cape Haitien.

Rhode Island, Commander S. D. Trenchard, repairing and coaling at St. Thomas; is expected daily at this port.

Santiago de Ouba, Captain T. P. Greene, convoying the California steamers.

Octorara, Lieutenant-Commander William W. Low, cruising off the Bahama Banks and channels.

Tioga, Commander Henry S. Newcomb, cruising off the Bahama Banks and channels.

National Guard, Acting Master Commanding William Lee Hays, storeship, at Cape Haitien.

Gemsbok, Acting Master Commanding Oliver Thacher, storeship, at St. Thomas.

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Report of the U. S. consul at Cardiff, Wales, of the transfer of men from C. S. S. Florida at Brest, France, to Confederate ironclads preparing at Liverpool.

U. S. CONSULATE,
Cardiff, September 17, 1863.

SIR: I feel it my duty to inform you that last Saturday, the 12th, there were landed here from a French brig from Brest more than 60 men, brought from the pirate *Florida*, now refitting at that port. A viler looking set of men I never before saw, "fit body for fit head." They said openly that they were going on to Liverpool to ship in one of the ironclads there nearly ready for the rebels. They took the noon train, and I telegraphed at once to our consul, Mr. Dudley, to watch

them on their arrival. I have been two or three times a day for three days to the French consul's to get their names, but without success. He does not mean to give them to me. He says he has not got them.

Query.—Would these men thus be sent to Liverpool if it were not confidently expected that these rams would be allowed to go out?

I enclose a cut from an English paper on ironclads, which has some very suggestive remarks and which you may like to see.

With the most sincere respect and esteem, your obedient servant,

CHARLES D. CLEVELAND,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the arrival of that vessel at Brest, France, and of the presence of the U. S. S. Florida in that port.

U. S. STEAM SLOOP KEARSARGE,
Brest, France, September 18, 1863.

SIR: I have the honor to report the arrival of the *Kearsarge* at this port, after a passage of forty hours from Ferrol, Spain.

Subsequent to my dispatch from Ferrol to the Department I received information that the *Florida* had put into Brest. This information determined my movements, and on reaching this port I found the *Florida* in dock undergoing repairs.

The customary civilities having been extended, I waited upon the admiral in command, with a view of ascertaining the state of feeling existing, as also the character in which the *Florida* was held. My reception was cordial, and the admiral remarked that whatever his personal feelings were, they could not be considered; that instructions had been given to accord to the *Florida* the rights of a belligerent, and as such the repairs necessary to equip her for sea service had been directed, but that no furniture of armament or munitions of war would be permitted. I was further notified that the established rule, which must not be violated, was that no two vessels of belligerent parties could leave the port together; that one must precede the other twenty-four hours in advance before she could be followed.

I enclose one or two slips cut from the Nord, a paper published in Paris on the 15th instant. The Department will see a reference to claims made on the *Florida* for forcibly putting prisoners of war on board two French merchant vessels, and the possible ultimate seizure of this vessel.

Reference is also made to 75 men who left the *Florida* for Cardiff, as also the possible appearance of the *Alabama* at Cherbourg. The report that the men left the *Florida* for some other vessel received some strength from the fact that Captain Masfitt has been relieved in command and has left Brest. The name of the new commander I have not as yet learned.

I would beg leave to call the attention of the Department to the position of this port, which has evidently been selected by Captain Masfitt from the difficulty of blockade.

The entrance to the port is lined on either side with reefs of rocks, which on the southern side extend 15 miles seaward and on the north-

ern side a farther distance. On either side, both north and south, a channel runs close along the land; these with the main entrance making three passages of egress, all of which should be blockaded.

From the information that has reached me, I judge that two weeks will elapse before the *Florida* can leave dock. I shall provision, and before she is ready to leave take my station outside to intercept her.

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

JNO. A. WINSLOW,
Captain.

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

[Enclosure.]

Translation of newspaper outtings.

The 75 sailors who were disembarked by the Confederate privateer now at Brest have arrived in England and taken possession of the *New Florida*, which is rapidly fitting out.

Two United States frigates (one of which, on dit, is at present at Lisbon, and the other, from latest information, has recently left Bermuda) are expected at Brest in pursuit of the *Florida*; but that ship, so soon as repaired, will be sold by her captain, who will then go to England to take charge of the *New Florida*, with his entire staff and all his ship's company.—*La France*.

They write from Cherbourg to the *Courrier du Havre*:

The Confederate privateer, the *Alabama*, will probably come to Cherbourg.

A letter received within the last few days by a person of our city and addressed to Captain Semmes gives some foundation for this rumor.

The *Florida* and the opposition made by the maritime prefect of Brest to the seizure of this vessel have greatly occupied the public mind. We have reason to believe that an order coming from Paris has caused the maritime prefect to act as he had done so as to protect the inviolability of the military port.—*Pays*.

Pour la rubrique:

CAMILLE GUINIUT.

La France of to-day says:

Some details, not wholly exact, have been given in reference to the judicial incident relating to the Confederate privateer at present at Brest. According to the laws and regulations in the matter, the *Florida* can not be seized in the arsenal; it is only when the ship shall have left the arsenal to go to the commercial harbor that the regular course of justice could be exercised.

If it be a question of the information we have given, we can vouch for the exactness of it by an eyewitness. If the *Florida* can not be seized in the arsenal, which she entered on the 8th instant at 3 p. m., she might be seized the 4th of September in the roadstead; but the public officer could not procure assistance. The seizure was made by the maritime prefect in his character of harbor master. It does not appear that he has been held to account for it. Thus it was only a matter of seizure for the purpose of holding the vessel while awaiting judgment. It is difficult to understand why this measure, which in recognizing the *Florida* as a merchantman set aside all question of international law, should have been without effect.

CAMILLE GUINIUT,
Editing Secretary.

Report of the U. S. consul at Liverpool, of the transfer of command of O. S. S. Florida from Captain Maffitt, O. S. Navy, to Captain Barney.

U. S. CONSULATE, LIVERPOOL,
Tower Building, South Water Street, September 18, 1863.

SIR: Captain Winslow telegraphed me last night from Brest, in France, desiring me to notify you of his arrival at that port in forty hours from Ferrol.

It is announced this morning that Captain Maffitt has resigned on account of ill health and that Captain Barney is to take command of the *Florida*. Captain Bulloch is at Brest. My information is that it will require at least a month to repair the *Florida*.

I have the honor to be, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY.

HON. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, transmitting orders for the transfer from his command of U. S. steamers Tioga and Octorara.

NAVY DEPARTMENT, September 22, 1863.

SIR: I transmit herewith orders for the *Tioga* to join the Eastern Gulf and the *Octorara* to join the Western Gulf Squadron. These vessels are withdrawn from your command on account of their light draft and want of speed, which render them inefficient for the service in which they are at present engaged. For the present your squadron will not be increased unless the rebel privateers should appear in the West Indies.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral JAS. L. LARDNER,
Commanding West India Squadron.

[Enclosures.]

NAVY DEPARTMENT, September 22, 1863.

SIR: Proceed with the U. S. S. *Tioga* to Key West, Fla., and report to Acting Rear-Admiral Theo. Bailey, as the relief of the U. S. S. *Port Royal*, and for duty in the Eastern Gulf Blockading Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander H. S. NEWCOMB,
Commanding U. S. S. *Tioga*, West India Squadron.

NAVY DEPARTMENT, September 22, 1863.

SIR: Proceed with the U. S. S. *Octorara* to New Orleans and report to Commodore H. H. Bell, or the senior commanding officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander W. W. LOW,
Commanding U. S. S. *Octorara*, West India Squadron.

Order of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Captain Middleton, commanding U. S. ship St. Mary's, to proceed to the coast of South America for the protection of American interests there.

U. S. FLAGSHIP LANCASTER,
San Francisco, September 22, 1863.

SIR: On the arrival of the U. S. ship *Oyane*, Lieutenant-Commander Paul Shirley, who has been ordered to relieve you, you will transfer to him all instructions relative to the duties expected to be performed by the commander of the ship of war stationed at Panama. You will then proceed with the U. S. ship *St. Mary's*, under your command, to Talcahuano, Chile, from whence you will communicate by letter with the Hon. Thomas H. Nelson, our minister at Santiago de Chile, informing him of your arrival and intended visit to Valparaiso. After a short stay at Talcahuano you will proceed to Valparaiso, where you can remain some weeks. On your return north you will touch at Coquimbo, Cobija, Arica, Ohincha Islands, and Pisco, and from thence to Callao. Here you will replenish your ship with such stores from the storeship as are indispensable. On your way back to Panama you will touch at Payta.

You are not required to confine yourself strictly to the above places, but should you think it advisable you can communicate with any other of the intermediate ports along the coast.

The object of your cruise is for the protection of American interests along the coasts of Chile, Peru, and Bolivia, and to check any attempt that may be made by our enemies, foreign or domestic, to fit out vessels to destroy our commerce on this ocean.

In your intercourse with the authorities, as well as private citizens, of foreign powers in the places you visit, I need not urge upon you the necessity of cultivating the most friendly relations.

You will communicate frequently with me, directing your letters to Panama, to which place you must return on or before May 1, 1864.

Previous to sailing from Panama you will, if possible, supply yourself with sufficient funds to last until your return.

Wishing you a pleasant cruise and safe return,

I am, very respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Captain EDWARD MIDDLETON,
Commanding U. S. Ship *St. Mary's*, Panama.

Order of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Lieutenant-Commander Shirley, commanding U. S. ship Oyane, to proceed to Panama, New Granada, for the relief of the U. S. ship St. Mary's.

U. S. FLAGSHIP LANCASTER,
San Francisco, September 22, 1863.

SIR: When you are in all respects ready for sea you will proceed with the U. S. ship *Oyane*, under your command, to Panama, and report to Captain Edward Middleton or the senior officer at that place. As soon as convenient after your arrival you will send to New York those men whose times have expired, retaining on board a sufficient number to keep your ship effective until reliefs are sent from the United States.

The men you send home, you will have their accounts transferred to the receiving ship at New York and their passages paid. For such funds as you may require while at Panama you are authorized to draw on the Navy Department, payable in gold at five days' sight. The commander of the *St. Mary's* will be directed to hand over to you all instructions which he has received relative to the duties which are or may be required while your ship is in Panama Bay. While at anchor in that port you must guard against sudden surprise, particularly from steamers at night, drilling your men so that they may be prepared at a moment's notice to come on deck with arms ready, without the delay of dressing. On your way to Panama you will examine every vessel which has the slightest suspicion of being engaged against our flag. You will be pleased to communicate with me at least once in each month, directing your letters to San Francisco until further orders.

Wishing you a short and pleasant passage,

I am, very respectfully, yours,

CHAS. H. BELL,

Acting Rear-Admiral, Commanding Pacific Squadron.

Lieutenant-Commander PAUL SHIRLEY, U. S. Navy,
Commanding U. S. ship Cyane, San Francisco.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of the capture by that vessel of the steamer Herald.

U. S. S. TIOGA,
*North Bahama Bank, Lat. 27° 15' N., Long. 78° 55' W.,
September 25, 1863.*

SIR: I have the honor to inform you of the capture of the rebel steamer *Herald*, of about 150 tons burden, James Freeborn, master, from Darien, Ga., bound to Nassau, New Providence.

The only papers we find on board are the manifest of cargo, consisting of 250 bales of cotton, 10 barrels of turpentine, and 10 barrels pitch; also a bundle of letters. Her flag was burned during the chase. She is out of fuel and I am compelled to tow her into Key West for supplies. I propose to dispatch her to Boston in charge of Acting Master Thomas King for adjudication.

Accompanying this is the prize crew list for the same.

Your very obedient servant,

A. G. OLARY,
Commander, U. S. Navy.

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

Letter from the U. S. minister to France to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the steamer Southerner and O. S. S. Florida.

LÉGATION DES ÉTATS-UNIS,
Paris, September 25, 1863.

SIR: The following is a copy of a letter which I have just received from the U. S. consul at Messina, Mr. F. W. Behn, dated 21st September, 1863:

I have only time to inform you that the privateer *Southerner*, under command of Captain Butcher, arrived on the 17th instant from Alexandria, at Malta, with 313 Turkish pilgrims on board, bound to Algiers.

This is important, if true; but it is difficult to understand how she could have got to Alexandria without our knowing of it, or how she happens to be transporting Turkish pilgrims.

I think you would do perfectly right in protesting to the French authorities in case the *Florida* attempted to complete her crew by enrolling men in France to replace the 75 who have gone to England. I beg that you will let me know as soon as any indications of this fact appear, in order that I may object officially to the minister of foreign affairs at Paris.

I am, sir, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge, Brest.

Report of Acting Rear-Admiral Lardner, U. S. Navy, stating the disposition of the vessels under his command.

CAPE HAITIEN, September 28, 1863.

Ticonderoga, Commander William Ronckendorff, ordered to Philadelphia for repairs of engine.

Rhode Island, Commander S. D. Trenchard, flagship, at Cape Haitien.

Juniata, Commander J. M. B. Olitz, conveying the California steamers.

Santiago de Cuba, Captain T. P. Greene, at Cape Haitien, patching boilers and making other repairs.

Octorara, Lieutenant-Commander William W. Low, cruising off the Bahama Banks and channels.

Tioga, Commander Henry S. Newcomb, cruising off the Bahama Banks and channels.

National Guard, Acting Master Commanding William Lee Hays, storeship, at Cape Haitien.

Gemsbok, Acting Master Commanding Oliver Thacher, storeship, at St. Thomas.

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

[Hon. GIDEON WELLES,
Secretary of the Navy.]

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Lisbon, Portugal, from a cruise of ninety-eight days.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, September 29, 1863.

SIR: I have to report the return of the *St. Louis*, under my command, to this port, after an active cruise of ninety-eight days. During her absence she has visited Oadiz (twice), Safi and Mogador, in Morocco; Funchal, island of Madeira; Las Palmas, Grand Canary, Santa Cruz, Teneriffe, and Horta, Fayal.

Although she has repeatedly crossed and recrossed the sea routes (to and from) between the United States and the Mediterranean and Europe, we have in all this cruise met with but one American mer-

chant vessel at sea. This fact, on a sea poetically supposed to be whitened by our commerce, illustrates the difficulties attendant upon a search after the two or three rebel cruisers afloat, whose movements are ubiquitous and designed to evade collision with our vessels of war.

Our arrival here yesterday was most opportune. Having saluted the Portuguese authorities and the flag of the Portuguese admiral as we stood up river, we had scarcely dropped anchor in front of the city, and had not yet furled sails, when the ringing of bells and salvos of artillery from the shore, and a hundred guns from each vessel of the Portuguese fleet, proclaimed the birth of a son and heir to the throne of Portugal. I joined in these congratulations by dressing ship as usual in such cases and honoring the Portuguese flag with another national salute of twenty-one guns. Last night the city was brilliantly illuminated, and a three days' holiday has been proclaimed.

We are the only foreign vessel of war in harbor, and the absence of all English and French men-of-war is much-noted. An Italian squadron is daily expected to arrive.

I learn since my arrival here that the rebel steamer *Florida* has been detained at Brest and sold, her crew discharged, and her captain gone to England.

The officers and crew of the *St. Louis* are all well.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of the rumored presence of steamer Southerner and advising the presence of United States vessels at Port Mahon, Minorca.

U. S. SHIP CONSTELLATION,
Port Mahon, October 1, 1863.

SIR: I have to report that, finding the seaman from this ship still in prison and believing his case one of great hardship, if not injustice, I wrote to Mr. Koerner, minister at Madrid, who, by telegram, answered me that all should be done for him that is possible, and I have waited two or three days awaiting further developments. The opinion seems to be general that Hyde is innocent. I presume Commodore Thatcher made a full report to you on the subject. The matter was referred by him and the consul to the legation and the State Department.

I have received several conflicting statements from consular officers concerning a vessel under English colors, commanded by an English captain, Butcher. She is supposed to be the *Southerner*, prepared to receive her armament and crew; that Captain Jefferson Page, lately known to be in Florence, is to command her. One report is that she is on her way to Algiers with 313 Turkish pilgrims. I am using all means to ascertain facts and to intercept her.

I wish to call your attention to the fact that she is remarkably fast, having, it is said, made 18 knots an hour on her trial trip, is well armed, or to be so, and with facilities given by the English ports of Malta, Gibraltar, etc., and the French at Algiers, Marseilles, Toulon, etc., she will have a chance of preying on our commerce to a ruinous extent. I

would earnestly recommend that some well-armed and fast steamers should be sent to this station as soon as possible, and to repeat the facts often reported, I am told, of this ship not being able to carry sail well or to fight her battery in heavy weather, owing to her being very crank.

Very respectfully, etc., your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. G. WELLES,
Secretary Navy, Washington.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the condition of that vessel on arrival at Bahia, Brazil.

U. S. S. MOHICAN,
Bahia, October 2, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port. On the 23d of September we discovered that the port coal bunker was on fire, caused by spontaneous combustion in some bituminous coal taken in at Bahia about six weeks since. Streams of water were started on it immediately, and we removed all the coal from the bunker on fire to another bunker and found that no damage had been done to the ship except the charring of the boards that cover the boiler on the port side. To add to the disaster, our port boiler gave out and we were compelled to plug it with wooden plugs until we could reach this place, where we could have it patched. I have employed boiler makers from shore, and will complete the repairs this day and sail in the morning on a cruise near the equator. The boilers of this ship are getting in a very bad condition and are quite unsafe to carry a heavy pressure in chase.

I have received your letter* of 10th August and also duplicate of order dated June 20. As my letter No. 21* appears not to have reached the Department, I herewith enclose the triplicate, the duplicate having been previously forwarded.

The officers and crew continue to enjoy good health.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

Report of Commander Newcomb, U. S. Navy, commanding U. S. S. Tioga, of the arrival of that vessel at Key West, Fla.

U. S. S. TIOGA,
Key West, Fla., October 3, 1863.

SIR: In obedience to orders of the 27th of August last, I have reported to Acting Rear-Admiral Lardner for the command of this vessel. I have this day assumed command of the *Tioga*, and in obedience to orders from the honorable Secretary of the Navy of the date of Sep-

* Unimportant.

September 22, 1863, have reported to Acting Rear-Admiral T. Bailey as the relief of the U. S. S. *Port Royal* and for duty in the Eastern Gulf Blockading Squadron.

I have the honor to be, your most obedient servant,

HENRY S. NEWCOMB,
Commander, U. S. Navy.

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

Report of Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham, of intended breach of blockade by Confederate steamer, via Nassau, New Providence.

U. S. SCHOONER GEORGE MANGHAM,
Summerside, Prince Edward Island, October 5, 1863.

SIR: I have the honor to report that since the date of my last communication we have, in consequence of the adverse winds which have prevailed, been under the necessity of putting in both at Charlotte Town and here. The Government authorities at each port have notified us of a proclamation lately issued by the Queen which will not allow war vessels belonging to the United States or so-called Confederate States Government to remain in "Her Majesty's waters" longer than twenty-four hours. In accordance with this, we remained no longer at Charlotte Town than was actually necessary. We shall leave this port this afternoon.

The U. S. bark *Wthan Allen*, Acting Master Pennell, commanding, who was also at Charlotte Town, and whose presence here I have the honor to report, received similar messages.

There is a report current here, evidently well founded, to the effect that a rebel steamer left Shediac, about 40 miles from here, this morning for Platon, whence she will proceed to Nassau, preparatory to making a trial of the blockade on the Southern coast. Her owner is reported to be on board, together with certain rebel officials, and it is stated that she will be ultimately converted into a war steamer. This vessel is 200 feet long, and is represented to be of great speed.

I trust that should the representations which have been made by parties here be correct, the substance of which is heretofore stated, some good may result from the knowledge of them by the Department.

I have the honor to be, your obedient servant,

JOHN COLLINS, JR.,
Acting Master, Commanding U. S. Schooner *George Mangham*

Hon. GIBSON WELLES,
Secretary of the Navy.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of arrival of that vessel at Port Louis, Mauritius, and intended return to the United States.

U. S. S. VANDERBILT,
Port Louis, Mauritius, October 5, 1863.

SIR: I have the honor to report my arrival here on the 24th September, having sailed from Simon's Bay on the 11th.

On leaving the latter port I first went off Cape Agulhas and spoke some vessels from various ports farther east, but obtained no information.

I did not go on to Algoa Bay, as the mail steamer from that port arrived at Simon's Bay just previous to my departure and had no news, so I kept as much as possible in the track of ships, but heard nothing further.

From information I received just before leaving Simon's Bay, that the *Georgia's* bottom (iron) was quite foul and that she had intended wauling there until the ship, which was taken down, was repaired, to clean it, I conclude she was likely to come on here, the nearest point at which there is a dry dock, and also on account of this port being visited by very many of our merchant ships.

I arrived off the harbor on the evening of the 23d and spoke a Dutch vessel just out, and ascertained there was no steamer here, but the captain could give no further information, so the next morning I came in, my boilers again wanting much patching.

During my voyage hither we experienced one day of very heavy weather, during which one of the boilers we had steam on gave out, so we had to make haste to shift them and run the water off the other and repair on the voyage.

Immediately I arrived I called on the acting governor, Major-General Johnstone, commander in chief of the forces, and requested permission to repair and fill up with coal. I enclose copies of the correspondence.

I find the general exceedingly kind and quite hearty in his manner. At my first interview he invited me to dine at his country house.

The officers of the two infantry regiments, also of the engineers and artillery, called on board to pay their respects.

The civil officers and residents of the island, especially the French Creoles (a large proportion of the planters being of French descent), seem to be exceedingly well inclined to our cause, though, with the English especially, it may be our recent glorious successes on the Mississippi, [in] Maryland, etc., are somewhat the occasion of this—to our experience—new state of things.

It is my most unpleasant duty to report that on overhauling we discovered our starboard shaft to be cracked. A portion of the crack seems to have been quite recent, probably having occurred during our recent heavy weather on the voyage here, though then we were carrying very low steam, say 7 to 9 pounds, close shut off, while during the time this vessel was running between New York and Havre they usually carried 20 and even 25 pounds, wide open. The crack is about 2 feet within the ship's side. We have built a platform of heavy timber to catch it, should it break entirely off. I enclose the chief engineer's report.

Although, as I have had occasion for several months past to report to the Department, our boilers and tubes are quite run down, still under the present circumstances, and in the absence of any other United States vessel in these most important waters, I think I should have strained a point and gone on to the Strait of Sunda and that neighborhood, under the impression that one of the pirates might have gone on to that point, though I have heard nothing of them there. Under the present circumstances, I think the Department will approve my course in making the best of my way home.

I have taken in 600 tons of coal, and hope to have the boilers sufficiently repaired to sail from here on the 7th or 8th, and prepared, if the weather is moderate, to go first to the northward in the direction of the Seychelle Islands, as I learn a great many American whalers are cruising there, and it may be the *Georgia* is about; indeed, a day or two since, our consul told me there was such a report about town, having come from an English ship that had stopped here for water and only remained a few hours. From there I propose going along the east coast

of Madagascar, hoping to hear further from the two rebel barks, or through the channel to Algoa Bay and Cape Town, at which place I hope to get coal; from there either along the coast of Africa as far as Loanda or via St. Helena to Bahia and home.

In any event, in my present crippled condition, I shall have to go along slow and nurse the shaft as much as possible, unless occasion should present, when I am willing to take any risk for corresponding chances of success.

I beg to remind the Department that all our repairs in this part of the world have to be done entirely by our own people, it being impossible to obtain any mechanics or boiler makers in these ports.

There are some five or six American ships here at present, two of which arrived since this vessel. In ordinary times, I understand, it is usual for from forty-five to fifty American vessels to visit this port.

Our present examination and overhauling of the boilers shows them to be in even a worse state than we had supposed, the after boilers being as far gone as those forward.

The engineers and fire crew have been hard at work until far into the night ever since our arrival here, and as yet we have not succeeded in getting the boilers tight, though I still hope to sail by the 7th or 8th.

Enclosing copies above referred to, and duplicate of my last dispatch, I have the honor to be, sir, your obedient servant,

O. H. BALDWIN,
Commander.

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

[Enclosures.]

U. S. S. VANDERBILT,
Port Louis, September 24, 1863.

SIR: I have the honor to inform your Excellency of the arrival here of this ship.

I have come into this port for the purpose of obtaining a supply of coal and making some necessary repairs on my engines and boilers, which in the opinion of my chief engineer will require from seven to ten working days.

Trusting your Excellency will see no objections to my remaining,

I have the honor to be, sir, with the highest consideration, your obedient servant,

O. H. BALDWIN,
Commander, U. S. Navy.

His Excellency Major-General JOHNSTONE,
*Commander in Chief Her Britannic Majesty's Naval Forces,
and Governor of Mauritius.*

COLONIAL SECRETARY'S OFFICE,
Mauritius, September 21, 1863.

SIR: I am desired by his honor the officer administering the government to acknowledge receipt of your letter of this day's date, and to convey to you in reply his honor's authority to have the necessary repairs effected to your engine and boilers. His honor does not, however, feel himself justified in granting you permission to remain in this port for this purpose for any specified time, as under the instructions he has received from the right honorable the secretary of state such

repairs should be completed with the greatest possible expedition, and your vessel should proceed to sea within twenty-four hours after such completion.

His honor therefore will give you permission to remain in this port for the time necessary to have the repairs to your machinery, etc., completed, on receiving from you the assurance that such repairs will be executed without loss of time, and further, that you will strictly conform to the rules laid down by the Imperial Government, copies of which were this morning handed to you by the harbor master.

I have the honor to be, sir, your most obedient servant,

EDWD. RUSH WORTH,
Acting Colonial Secretary.

Captain C. H. BALDWIN,
Commanding U. S. S. Vanderbilt.

U. S. S. VANDERBILT,
Port Louis, September 25, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday, informing me that I have permission to remain in this port for the time necessary to have my machinery, etc., completed, on receiving from me the assurance that such repairs be executed without loss of time, and further that I strictly conform to the rules laid down by the Imperial Government.

Receive from me the assurance there shall be no delay in completing my repairs at the earliest possible moment.

The strict instructions which I am under from my own Government may be the assurance that I shall most scrupulously regard the promises of her Majesty's proclamation of neutrality.

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

C. H. BALDWIN,
Commander, U. S. Navy.

EDWD. RUSH WORTH, Esq.,
Acting Colonial Secretary.

Letter from the U. S. consul at Liverpool to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the shipment of crew for the U. S. S. Florida.

U. S. CONSULATE, LIVERPOOL,
Tower Building, South Water Street, October 5, 1863.

DEAR SIR: I wrote you some days ago that they were about to ship crew for the *Florida* here at Liverpool. Judge Dayton writes me to telegraph you as soon as it is done, with description of vessel, etc. Thinking it would be best to do this in cipher, I enclose you a key which will no doubt be sufficient to meet the case. I hope you will understand it.

They have not yet shipped the men; there is some difficulty about it. The time was fixed and men requested to be there; they went and were told they were not ready for them. It may be that they will get off without my knowledge. I shall watch them as closely as I can.

Yours, etc.,

THOMAS H. DUDLEY

JNO. A. WINSLOW, Esq.

I sent you some papers, but the French do not always deliver newspapers.

Report of Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham, of the cruise of that vessel for the protection of the fishing interests in the vicinity of Prince Edward Island.

U. S. SCHOONER GEORGE MANGHAM,
Georgetown, Prince Edward Island, October 6, 1863.

SIR: I have the honor to report that the cruise of this vessel since my last report has been directly around the Madeline [Magdalen] and Prince Edward islands, where the fishing vessels in large numbers have been directing their operations.

From the date of our leaving Boston up to the present time there has not been the slightest indication of any pirate in the gulf, notwithstanding reports to the contrary, and at this time there appears to be a general feeling of security among all our fishermen. In this respect a marked change is observed, as in the beginning of the season many of them manifested considerable apprehension.

To-morrow, should the wind and weather prove favorable, we shall leave this port for the Madelines [Magdalens] and Sydney (Cape Breton), where the fishermen generally congregate at this season, owing to the fine fishing and good shelter from the storms which prevail.

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

JOHN COLLINS, JR.,
Acting Master, Commanding.

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

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the arrival of that vessel at Pernambuco, Brazil, seeking information of the U. S. steamers Georgia and Alabama.

U. S. S. MOHICAN,
Pernambuco, October 9, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of U. S. S. *Mohican* at this port and that I have not heard anything positive of the *Alabama* and *Georgia*. The French mail will be here in a day or two, when I am in hopes of obtaining some positive information of their movements so that I can follow them up. It will be well for the Department to continue directing my letters to Bahia, Brazil, and I will make arrangements to have them forwarded to me wherever I go. The officers and crew continue to enjoy good health.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the shipping of recruits in England for the U. S. S. Florida.

U. S. STEAM SLOOP KEARSARGE,
Brest, France, October 9, 1863.

SIR: I have the honor to inform the Department that the *Florida* still remains in this port undergoing repairs of machinery. From the

most reliable sources I learn that parts of the machinery ordered in Paris will be shipped by the packet of the 13th instant from Havre. It is therefore fair to infer that she will not be ready for service before the latter end of this month.

My attention was directed at an early period to the probability that recruits would be shipped in England to make up the complement of the *Florida's* crew, and I advised Mr. Dayton (our minister) of my views, suggesting that a protest would elicit an order of interdiction from the French Government.

Subsequently I was informed by Mr. Dudley that recruiting was in process in Liverpool, and the 29th of September the day appointed for signing the articles. I immediately notified Mr. Dayton, requesting him in the event of the order of interdiction not supervening that he would instruct Mr. Dudley to telegraph me the immediate departure of the recruits, with character of the vessel. This has been done and a cipher mode of telegraph arranged. Mr. Dudley, however, writes to say that "something has interfered to prevent signing the shipping papers."

I am in hopes that the change of sentiment in England has induced the Government to take this step.

Owing to [the] *Florida's* men being housed on shore one or two scuffles have taken place with the men of this ship, and although nothing serious resulted I deemed it necessary to address a communication to Admiral Gueydon, calling his attention to the probability that if restrictions were not placed on the *Florida* men other collisions would follow of a more fatal character. This he admitted, and acted in accordance.

Notwithstanding this, subsequently two of the junior officers of this ship have been waylaid and knocked down, the men brandishing knives. Two of the *Florida's* men have been identified, and are now on trial for this offense.

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

JNO. A. WINSLOW,
Captain.

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

[Telegram.]

FORT MONROE, October 13, 1863.
(Received at Washington 5 p. m.)

SIR: The U. S. ship *Onward* arrived at Hampton Roads October 12.
Respectfully,

W. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary Navy.

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner,
U. S. Navy, commanding West India Squadron, relative to the vessels
of his command.

NAVY DEPARTMENT, October 13, 1863.

SIR: The vessels of your squadron which are most urgently in need
of repairs should be sent immediately to the United States (New York

and Boston). Two vessels retained will be sufficient under the existing condition of things.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral J. L. LARDNER,
Commanding West India Squadron, Cape Haitien.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of rumors regarding the steamer Southerner.

U. S. SHIP CONSTELLATION,
Spezia, Italy, October 16, 1863.

SIR: I have returned to this place via Algiers, where I went in consequence of the rumors of the *Southerner*, spoken of in letter [of] October 1, 1863. I there ascertained from E. L. Kingsbury, U. S. consul, that she had been there and landed 300 Moorish pilgrims, and then continued her voyage to England. He had seen her papers; all appeared right; her cargo, 600 bales of Egyptian cotton. She is about 1,500 tons; very fast.

I find here there is still a suspicion she is to return to Malta to fit as a privateer under Captain Jefferson Page, who has lately left Florence, but that her charter was for six months.

The authorities at Algiers offered all facilities for coaling, watering, etc., which, however, I did not require.

The consul at [Port] Mahon suggests that he thinks the governor will cheerfully grant storage for a supply of coal, provisions, and stores if desired, as a subrendezvous for a squadron. I think it would be a great convenience.

This ship has been in rough weather and leaks very badly, the paying and calking having washed out, the former not having rosin enough to give it firmness. It will have to be done before cruising. The weather is commencing to be very bad—stormy and rainy. We have had to repair planking in several places, and in consequence of representations I ordered an examination, and send a copy of report (A)* herewith.

I find rumored accounts in the newspapers of the fitting out of a storeship and three steamers for this station. I hope it may be true, as they may be very necessary to the preservation of our commerce here.

Very respectfully, etc., your obedient servant,

H. S. STELLWAGEN,
Captain, U. S. Navy.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, relative to the vessels of his command.

FLAGSHIP RHODE ISLAND,
St. Thomas, October 19, 1863.

SIR: I have the honor to report the arrival of the *Rhode Island* at this port on the 15th instant for some repairs to her engine and to look after the coal vessels for the squadron.

* Not necessary to publish.

After visiting Guadaloupe I shall return to Cape Haitien by the first of November.

Of the other ships of the squadron, the *Santiago de Cuba* is convoying the California steamers, the *Juniata* was sent on the 3d instant to Key West and Havana; orders were left for her to visit Santa Marta and Curaçao.

Very respectfully, your obedient servant,

J. I. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. *Kearsarge*, of the continued presence of the C. S. S. *Florida* in the port of Brest, France.

U. S. STEAM SLOOP KEARSARGE,
Brest, France, October 21, 1863.

SIR: I have the honor to inform the Department that the *Florida* still remains in this port repairing. I have no other means of ascertaining the time of her detention than by rumor. The American consular agent, who is on friendly terms with the broker superintending the work, asserts that a month and a half to two months will elapse before she is ready.

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

JNO. A. WINSLOW,
Captain.

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

Report of Commander McDougal, U. S. Navy, commanding U. S. S. *Wyoming*, regarding the reported movements of C. S. steamers *Alabama* and *Georgia*.

U. S. STEAM SLOOP WYOMING,
Anjer, Java, October 22, 1863.

SIR: I have the honor to report my arrival at Batavia on the 6th instant, eleven days from Macao. After filling up with coal I left on the 10th, since which time I have been in the Strait of Sunda.

Through our consul at Batavia I learned the arrival of the *Alabama* and *Georgia* at Cape of Good Hope on the 5th August. The report was confirmed on the 19th instant by the English bark *Falcon* (formerly the American bark *Mary Hathall*, confiscated), which vessel was at the cape during the time the *Alabama* was there.

One of the owners of the *Falcon*, a Mr. Ladd, an American merchant from Hongkong, furnished me with Cape Town papers containing accounts of the operations of the *Alabama* and *Tuscaloosa* off the port, also the correspondence of our consul and the authorities in relation to their admission in English ports and their capture of an American vessel entering the harbor.

By the Cape Town papers of the 19th August, the *Alabama* and *Tuscaloosa* sailed from Simon's Bay on the 15th August on a cruise. The *Georgia* still in port refitting.

On the 19th the *Alabama* was reported off Saldanha Bay, since which time nothing further has been heard of their movements.

It is now two months since any reliable information has been received, which makes me think that instead of coming east they have returned north, where they would have a more extended field for their operations than in these waters, as nearly all of the American vessels in the China seas have changed flags, otherwise get no employment. While at Macao three fine American vessels were put under Portuguese colors, and since leaving that port I have seen but three American vessels, one at Batavia and two in the Strait of Sunda, one of which will change her flag on her arrival at Bangkok. Had either the *Alabama* or *Georgia* have come east, I think ere this we would have heard of their arrival at some of the intermediate ports between this and the cape.

The *Tuscaloosa* was formerly the American bark *Conrad*, trading between Montevideo and New York, and captured by the *Alabama* June 19th and fitted out as a cruiser, carrying four guns.

I am happy to state that the health of the officers and crew continues good.

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

D. McDUGAL,
Commander.

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

[Telegram.]

NAVY DEPARTMENT, October 22, 1863.

Proceed immediately with the *Michigan* to Sandusky and communicate with the commanding army officer at Johnson's Island for the purpose of assisting in guarding the rebel prisoners at that point.

Answer by telegraph.

GIDEON WELLES,
Secretary of the Navy.

Commander JNO. O. CARTER,
Commanding U. S. S. *Michigan*, Erie, Pa.

Letter from Commander Baldwin, U. S. Navy, to Sir Philip Wodehouse, governor of Cape Colony, requesting permission to coal and repair ship in the harbor of Cape Town, Africa.

U. S. S. VANDERBILT,
Cape Town, October 22, 1863.

SIR: I have the honor to make known to your Excellency the arrival here of this ship.

I have come to this harbor for the purpose of making some necessary repairs on my machinery, and also to get a supply of fuel.

I therefore ask your Excellency's permission to lie here for the above-mentioned purpose the necessary time, say from four to six working days.

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

O. H. BALDWIN,
Commander, U. S. Navy.

His Excellency Sir PHILIP WODEHOUSE,
Governor of Cape Colony, etc.

Letter from the colonial secretary at Cape Colony to Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, replying to a request for permission to coal and repair ship in the harbor of Cape Town.

COLONIAL OFFICE, *October 23, 1863.*

SIR: I am directed by the governor to acquaint you that he has given his best consideration to the letter which he had the honor of receiving from you yesterday, as well as to the verbal representations you made to him relative to the issue of coals to American vessels of war by the special permission of the governors of other British colonies, as an exception to the general directions of the British Government on the subject. Looking to the stringent nature of the instructions he has received, the governor entertains some doubt whether the authority to grant special permission be really vested in himself, but he considers that there are special circumstances affecting the case of the ship under your command sufficient in themselves to guide him in dealing with your application.

It has been the unvarying [custom] of her Majesty's Government to abstain as far as practicable from affording to either of the parties engaged in the American civil war assistance in the prosecution of hostilities toward each other; and accordingly, in regulating the issue of coals at British ports to their ships of war, the object has been manifestly to restrict those issues to the supplies needed for carrying them to some defined destination in foreign ports, or from some foreign port to their own country, and not to facilitate their cruising for an indefinite period for purposes of the war. Applying this principle to the case of the *Vanderbilt*, the governor finds that on her way from South America to the cape she coaled at the British colony of St. Helena; that shortly after she coaled again at Simon's Bay, and that after remaining in the neighborhood of our ports for a time she proceeded to Mauritius, where she coaled again and then returned to this colony.

It is also matter of notoriety that the object of her movements has been to intercept the Confederate cruisers which have lately visited our shores.

Under these circumstances, with the information now before him, the governor believes that he would be acting in opposition to the spirit of her Majesty's instructions if he were to grant special permission for the issue of coals within the limited term of three months.

His Excellency has no objection to offer to your remaining in port for the time required for the completion of indispensable repairs.

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

RAWSON W. RAWSON,
Colonial Secretary.

Commander BALDWIN,
U. S. S. Vanderbilt, Table Bay.

Order of the Secretary of the Navy to Commander Ronckendorff, U. S. Navy, commanding U. S. S. Pouchatan, to proceed to the West Indies for duty on that station.

NAVY DEPARTMENT, *October 26, 1863.*

SIR: As soon as the U. S. S. *Pouchatan* is ready for sea proceed with her to the West Indies and report to Acting Rear-Admiral James L.

Lardner for duty in the squadron under his command, of which the *Powhatan* is to be the flagship.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander WM. RONCKENDORFF,
Commanding U. S. S. Powhatan, Philadelphia.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the arrival of that vessel at Bahia, Brazil, from cruise in the vicinity of the equator.

U. S. S. MOHICAN,
Bahia, October 28, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port from a cruise near the equator without seeing anything of the piratical vessels. The French mail steamer is just in from Rio, and brings the enclosed letters from our consuls at Rio and the Cape of Good Hope. It is now blowing a gale of wind, and the moment it moderates so that I can take in coal and provisions I shall be off in chase. The English mail steamer will be in from the Cape Verde [Islands] to-morrow, and it is probable I shall get some other information of their movements, as it was supposed at the cape that the *Alabama* would go north. I parted company with Captain Baldwin on the 30th July at Rio, the *Vanderbilt* to visit the Cape of Good Hope and the *Mohican* to cruise from Cape Frio to the vicinity of the equator. The *Vanderbilt* being very swift, I yet hope she will capture the *Alabama*. My movements will be governed by the news by the English mail, and I shall not lose one moment in pursuing these piratical vessels. We are all well on board.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Bahia, October 27, 1863.

SIR: Enclosed please find copies of letters which I received this morning from the Hon. James Monroe, U. S. consul at Rio de Janeiro, which I showed to you a few minutes after their arrival.

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

THOMAS F. WILSON,
U. S. Consul.

Captain O. S. GLISSON,
Commanding U. S. Sloop of War Mohican.

U. S. CONSULATE,
Rio de Janeiro, October 17, 1863.

SIR: I am instructed by General Webb to forward to you the enclosed copy of a letter from Consul Graham, and to request you to deliver it to the commander of the first United States vessel of war that shall enter your port.

With great respect, yours, very truly,

JAMES MONROE,
U. S. Consul.

Hon. THOMAS F. WILSON,
U. S. Consul.

U. S. CONSULATE,
Cape Town, September 18, 1863.

DEAR SIR: The *Vanderbilt* left here on the 11th instant and the *Alabama* returned from Angra Pequena (where she sold her two prizes) on the 16th. The *Vanderbilt* has gone east to catch the *Georgia*, and the *Alabama* may go north to escape before she can return. If the *Mohican* or *Niagara* are in your port please hurry them along, as the *Alabama* will sail in about three days.

Please keep me informed of all movements, and I will reciprocate.

Yours, truly,

WALTER GRAHAM,
U. S. Consul.

[General WEBB.]

Report of Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, of the cruise of that vessel for the protection of American fishing interests.

U. S. BARK ETHAN ALLEN,
Off Navy Yard, Boston, October 28, 1863.

SIR: In obedience to your orders under date of August 27, 1863, I proceeded to sea September 2, leaving the navy yard at 11 a. m., and at 7:30 p. m. came to anchor off Gloucester, Mass., to procure a pilot for the Gut of Canso and Bay [Gulf] of St. Lawrence.

3d instant [September].—At 1:45 p. m., having received on board Albert P. Grove (coast pilot), proceeded to sea.

5th instant.—At 9:30 a. m. spoke American schooner *Ada S. Winswell*, of Bangor, for Providence, R. I.

6th instant.—At 10:30 a. m. spoke American schooner *Northern Chief*, from the Gulf of St. Lawrence for Provincetown. At 10:30 p. m. boarded American schooner *Allegro*, twenty-one days from Hingham, on a fishing cruise.

7th instant.—Was boarded by American fishing schooners *Highflyer* and *George Shotten*.

9th instant.—At 11:15 a. m. boarded American ship *Kentuckian*, five hours from St. George for Liverpool. At 8:45 p. m. anchored off Eastport, Me., and, as before mentioned in a special report, in rounding to (there being a light wind and strong current at the time) we came in collision with the British ship *Mount Royal*, doing her but slight damage. Was detained in Eastport twelve days by a continuation of light southerly winds and thick fogs.

21st instant.—At 8:30 a. m. proceeded to sea.

26th instant.—At 6:30 a. m. parted footrope of maintopsail, and the wind, being fresh, blew it to pieces before it could be secured. At 5:50 p. m. entered the Straits [Gut] of Canso, and at 7:45 p. m. anchored off Port Mulgrave, Nova Scotia. Was detained there three days by head winds.

29th instant.—At 9:30 a. m. made sail and proceeded through the Gut of Canso.

30th instant.—Anchored off Port Hood, Cape Breton.

October 3.—Proceeded to sea at 9 a. m., and at 5 p. m. anchored off Georgetown, Prince Edward Island, finding there the U. S. schooner *George Mangham*, just arrived off a cruise.

6th instant.—At 4:30 p. m. received a visit from the vice-consul, Mr. McDonald.

8th instant.—At 9:15 a. m. proceeded to sea. At 10:30 a. m., in beating out of the harbor, carried away the main topgallant yard.

9th instant.—Fresh breeze from northward and eastward. At 9 a. m. anchored off Charlotte Town, Prince Edward Island. At 1:30 p. m. U. S. schooner *George Mangham* arrived. At 4 p. m. received a visit from our consul, Mr. Sherman.

10th instant.—At 10 a. m., by invitation, called on the lieutenant-governor of the island in company with the consul. At 5:45 p. m. proceeded to sea.

11th instant.—At 8:30 a. m., strong easterly wind. Put into the bay of Bedeque, off Summerside, Prince Edward Island. Was detained there five days by a stress of weather.

16th instant.—At 10:15 a. m. received a visit from the vice-consul, Mr. Pope. At 11 a. m. proceeded to sea.

18th instant.—At 9 a. m. touched off Cascumpeque (Port Holland); heavy surf running at the time; did not land. At 5:45 p. m. anchored off Malpeque (Richmond Bay). Went on shore and had an interview with Mr. Rodgers, who informed me that but very few of our fishing vessels had touched there this season.

19th instant.—At 6:45 a. m. proceeded to sea.

20th instant.—At 3 p. m. anchored off Old Harry's Point (Magdalen Islands). Communicated with the inhabitants on shore and ascertained that no fishing vessels had been there for several days.

21st instant.—At 6 a. m. proceeded to sea.

22d instant.—At 9 a. m. anchored off North Sydney, Cape Breton. Here we found a large fleet of our fishermen using this harbor for a rendezvous in bad weather. At 3:30 p. m. received a visit from the vice-consul, Mr. Archibald.

25th instant.—At 7:30 a. m. proceeded to sea.

28th instant.—At 10:30 a. m. came to anchor off navy yard, Boston.

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

I. A. PENNELL,

U. S. Navy, Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Carter, U. S. Navy, commanding U. S. S. Michigan, requesting instructions from the Department.

U. S. S. MICHIGAN,
Johnson's Island, Ohio, October 28, 1863.

SIR: I have the honor to report the arrival of this ship at this place on the 24th instant, in obedience to your telegraphic order of the 22d.

I respectfully request that the Department will instruct me if I shall or not exercise my judgment and discretion as to the time of remaining at this point. The duty of recruiting must necessarily be delayed. The winter [is] close at hand, and the necessity of the ship's stay here seems already to have ceased.

I am, very respectfully, your obedient servant,

J. C. CARTER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of information received regarding the C. S. steamers Georgia and Florida.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, October 29, 1863.

SIR: I have this moment received information from the master of the British steamer *Braganza*, arrived yesterday, that he was boarded on Sunday, the 24th, by the master of the steamer *Georgia* (whom he knew) when about 150 miles from here, and that when they parted the rebel steamer steered off to the northward and eastward for the British Channel. This tallies with the report of another captain, that he saw, about ten days since, an iron steamer under the Confederate flag coaling at Teneriffe.

I received a letter yesterday from the executive officer of the *Kearsarge*, in which he states that the machinery of the *Florida* has to be repaired in Paris and that she can not get away from Brest under two months. The captain of the *Braganza* says he saw the *Florida's* crew at Liverpool.

The repairs and work upon the *St. Louis* are about completed, and if the weather will permit I shall sail without delay for Oadiz to obtain the necessary provisions, small stores, and clothing, all of which we are in need, and I have notice of the arrival of two storeships at that port.

As yet I have no communications from the Department:

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of information received regarding the C. S. S. Georgia.

U. S. STEAM SLOOP KEARSARGE,
Brest, France, October 30, 1863.

SIR: I have the honor to report to the Department that I last evening received a telegram from Mr. Harvey, our minister at Lisbon, informing me that the steamer *Braganza*, from Liverpool, had been boarded by the pirate *Georgia*, 150 miles off.

The *Georgia* had been depredating on our commerce about Teneriffe, and at that time was proceeding to the British Channel. As I felt assured from information that the *Florida* would not be ready for ten days or two weeks, I would have sailed immediately, in hopes by good fortune of intercepting the new freebooter, but a heavy gale of wind blowing, which has not yet abated, prevented.

I am in hopes that the gale will subside during the night and I shall be able to get to sea at early dawn.

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

JNO. A. WINSLOW,
Captain.

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

Capture of the British bark Saxon.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. *Vanderbilt*, of the cruise of that vessel and the capture of the British bark *Saxon*.

U. S. S. VANDERBILT,
Angra Pequena, Coast of Africa, October 30, 1863.

SIR: I last had this honor 5th October. I sailed from Mauritius on the 10th of October and went a short distance to the northward and eastward, thence over to the Isle of Bourbon, where I communicated with the shore, but learned nothing. I continued on to Algoa Bay, where I communicated with our commercial agent. He informed me of the arrival on the 16th of September of the *Alabama* at Simon's Bay, only five days after I had left.

I continued on to the westward, and on the night of the 21st October communicated with the shore at Simon's Bay; found there was no coal to be had there, so went around to Table Bay and anchored there on the morning of the 22d October.

I waited on the governor and requested time to make a few repairs and take in coal. His Excellency took a day to decide and then refused to permit me to take in any coal. I enclose copies* of the correspondence.

I got the information at Cape Town that some 200 tons of coal had been sent here for the *Alabama* some two months since, but that she would not wait for it, but went to Simon's Bay herself, and also that the *Tuscaloosa* (the American bark *Conrad*, captured by the *Alabama* and now cruising as a privateer) had discharged her cargo of wool and goatskins at this place; that a vessel had been sent to take it on board, and as I could not get any coal I got off from Cape Town as soon as possible and arrived here yesterday afternoon.

I found the British bark *Saxon* here, just about to get underway, and on examination found her to be laden with wool and goatskins, about 160 bales, being undoubtedly part of the cargo of the *Conrad*.

Among the papers I find a charter party for her to come here to load with guano, but the captain tells me that while at Ascension he received the charter party and a letter without signature directing him to come here and load with such cargo as he should find.

I put a prize crew on board, and had hardly done so when a bark came around the point from sea, and immediately on seeing this ship

* See pp. 474, 475.

she stood off again, and though I fired twice she showed no colors, so immediately I could get my anchor I got underway and stood after her.

It was blowing quite fresh at the time, and night coming on, but by 8:30 o'clock came up with her and found her to be the British bark *Good Hope*, in ballast. He reported he was stopping at the various ports to load guano. She belongs to the same parties who are the charterers to the *Saxon*, and I was informed at Cape Town that she was hurried off immediately on our arrival there to give warning to the *Saxon*, and also to take on board the coal belonging to the *Alabama*.

I got back to the anchorage this a. m., and was sorry to learn that Acting Master's Mate Charles Danenhower, of our prize crew, had accidentally shot the chief officer of the *Saxon*, killing him instantly. I enclose the report on the subject of Acting Master Keith, the officer in charge.

The coal above referred to is here on Penguin Island, and I shall take it on board for the use of this ship, although I shall have some difficulty in getting this large vessel near the place of deposit, as the S. E. winds here at this season of the year blow half a gale.

I send the *Saxon* to New York in charge of Acting Master [Ensign] Keyser, giving him for watch officers Acting Masters [Mates] Henry Wyman and James D. Cornell, the latter of whom has been serving in this ship as quarter gunner. I have given him an acting appointment, subject to the approval of the Navy Department. He has been an officer in the merchant service and is in every way worthy.

As soon as I get the coal on board I shall go, in the absence of any information, to Loanda for coal, thence in the track, as much as possible, of sailing vessels to the West Indies and home.

The crack in our shaft has not increased in size, though when in motion shows signs of springing by the oil oozing out.

I would most respectfully call the attention of the Department to the importance of having at least one steamer in this neighborhood, but not [of] such large size as this, as there are many anchorages and harbors between Loango and Cape Colony subject to no jurisdiction, and where, as has been the case of the *Conrad* and *Sea Bride*, cargoes could be landed and sold.

Also, if it should be deemed necessary, an armed coal ship might be kept here, and supplied, as occasion required, by shipments from the Cape of Good Hope, where there is always a large supply of coal, and usually at moderate prices.

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

O. H. BALDWIN,
Commander, U. S. Navy.

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

[Enclosure.]

BARK SAXON,
Angra Pequena, October 31, 1863.

SIR: Pursuant to your order of the 30th instant, I took charge of this vessel, got underway, and proceeded to this anchorage. On my gaining the deck of this vessel, I was informed that a boat's crew of five had been on shore and returned with their number increased to seven. I was informed by the captain that this boat's crew belonged on shore at Halifax Island, which was about 7 miles distant, and wished to know if they could go on shore, to which I inspected the men and answered in the affirmative. He then asked if the men could take provisions with them

for the night, which I granted. In a few minutes I was informed that the boat's crew were preparing provisions in large quantities. I saw the provisions (which were contained in sacks) and gave an order prohibiting them to be shipped. The captain then came to me and asked if the men could not take the provisions they had prepared. I told him no. He then said there was none too many, and they ought to have them. I told him I was the judge in that matter, and such large quantities of provisions could not leave the vessel. He said emphatically that it should go, and started forward toward the men, who were amidships, with the provisions. I ordered him to come aft. He showed no disposition to obey. I then followed him up, put my hand on his shoulder, and ordered him aft a second time, when he stopped for a short time, when I ordered him to his cabin and told him if he again manifested such a disposition of contempt I would put him where the dogs would not bite him. He then went to the cabin, where I followed him and saw him below. While I was following the captain to the cabin it appears that a man (who afterwards proved to be chief officer) was following after me, which Mr. Danenhowe discovered and stepped in before him and ordered him forward. He did not obey, but rushed past Mr. Danenhowe. As I left the captain I saw Mr. Danenhowe, with drawn pistol, holding the man with his left hand and pistol slightly elevated. I went toward the scene, and arrived as the pistol was discharged, which caused instant death to the man, who was chief mate of this vessel. Mr. Danenhowe tells me it was accidental, as he was not aware that the pistol was cocked. I think from the appearance of Mr. Danenhowe when I saw him, before the discharge, that it was purely an accident, yet he might have been justified were it intentional. I have placed the corpse below and await your orders in regard to its disposal. There is no lumber on board this vessel, or I should have had a coffin made before this. The cargo consists of wool and goatskins. The log book has been neglected and does not give a correct account of articles taken on board at this place. I have ascertained the number of bales to be as great as 156. The men inform me that they learn from the crew that a number of boxes have been taken on board. If so, they must be stowed under the bales, as nothing can be seen of them from the fore or main hatchway. I can discover nothing of arms, etc.

Your obedient servant,

A. M. KEITH,
Acting Master, U. S. Navy.

Commander BALDWIN.

P. S.—I think there must be more wool on shore, but from what light can be gained on board there seems to be none. There are 14 men on board, all told, of the bark's crew, and a spare suit of sails, 2 barrels pork, 3 of beef, 3 bags of bread.

A. M. KEITH,
Acting Master, U. S. Navy.

Statement of the master of the bark Saxon regarding the capture of that vessel by the U. S. S. Vanderbilt, Commander Baldwin, U. S. Navy.

I sailed from Ascension on the 20th September, and arrived at Angra Pequena [west coast Africa] on the 16th October.

On the 27th I commenced taking in cargo—skins and wool. On October 30, at 11 a. m., we finished loading. The carpenter then commenced to batten down the hatches, the men being employed in clearing decks and securing spars and getting ready for sea.

About 1 p. m. we saw a steamer rounding Angra Point, which proved to be the Federal man-of-war *Vanderbilt*. She came to an anchor abreast of Penguin Island, lowered a boat, and sent it on board the *Saxon*, with two officers and a boat's crew, all armed. At 1:30 p. m. she boarded us, and the officer asked where I was from; I told him from Ascension. He then asked how long I had been at Angra Pequena, and I told him. He also asked what my cargo consisted of, and I told him.

He then questioned me to show my papers. I asked what authority he had to look at my papers. He said Captain Baldwin had sent him to look at the ship's papers, and added: "It is of no use, Captain; I must see your papers." I then showed him the ship's papers. He read them and said, "Skins and wool; that will do," and went on deck, taking the papers with him.

He looked down the hold, and asked me if I knew where the skins and wool came from. I told him that all I knew about it was that I had come there to take it in. He then told me he must take my papers to Captain Baldwin, and would leave an officer on board to make a signal in case I should attempt to move the ship. I told him I was ready for sea, and would go papers or no papers, and take with me the officer he might leave.

He then said I had better try it, as the steamer would go faster than we could. He then left the ship, leaving a junior officer on board. At the same time that the officer left my ship a second boat, with another officer and crew, all armed, put off from the steamer. They came on board about 2:30 p. m. and took charge, placing armed men all round the ship and driving my crew below.

The officer never reported to me that he had come to take charge until I went to him and asked him what he had come to do. His answer was, "Who are you, sir?" I told him that I was the master of the ship. He replied: "You are now no more master of this vessel, and I will thank you to go below and give no more orders, sir; further, I will not allow you to speak to any of the ship's company." I told him he might as well have behaved as a gentleman, and have come to me and told me what his business was, instead of taking charge without acquainting me of his intention, and before Captain Baldwin had seen my papers. He then ordered me below.

About 4 p. m. the island men that were helping to load the ship came alongside in a boat with some fish, and asked for some meat and bread, as they had had nothing to eat since breakfast. I told my chief officer he might give them some, but that he must first ask the officer in charge of the ship. He did so, and the officer in the first instance said they might have some, but afterwards changed his mind, and with impious imprecations said they should not have a bit. I then said to the officer: "Let us go forward and give them some." He said: "No; you shall not go forward, and they shall not have anything from this ship." I then said, "They shall have something to eat," and was going forward when the officer ordered his men to stop me and take me below, which they did, the officer at the same time saying: "My fine fellow, if you do not go below I will very soon put you where the dogs won't bark at you." I had been below about nine or ten minutes, with a sentry over me, when I heard the report of a pistol. I instantly rushed on deck, and was told they had shot the mate. I went to support the mate in my arms. He never moved or spoke. He was shot dead. I said to the officer in charge: "Why have you shot my mate?" His reply was: "It was an accident." I then asked the junior officer who shot the mate and why

he did it. He said: "Poor fellow, I am sorry for him, but I must obey orders." They then hove up the anchor and dropped the *Saxon* abreast of Penguin Island.

The *Vanderbilt* at this time was in chase of another vessel that hove in sight. She returned next morning. Captain Baldwin sent for me on board the *Vanderbilt*. Upon my going on board, Captain Baldwin addressed me thus: "You are Captain Sheppard, of the bark *Saxon*?" "Yes, sir," I replied. "Well, captain," he continued, "I am very sorry for you, but your papers are not satisfactory to me, and I must make a prize of the *Saxon* and send her to the prize authorities at New York. We know that it is the *Tuscaloosa's* cargo that you have on board. It was brought here by the Confederates, and it is American property. That is the ground upon which I make a prize of your ship. I must do my duty to my country and protect American property."

The *Vanderbilt* steamed into Penguin Island when I was on board of her, and commenced taking in coals that were on shore there. I told Captain Baldwin the island was British territory. He replied, "I can not help it; I want coal, and must have it." Captain Baldwin had a coffin made for Mr. Gray, the chief officer, and he was buried on the mainland on the 30th October, by the *Vanderbilt's* men. They would not allow any of the ship's company, except myself, to follow him. On the 1st November they landed me and my crew on the mainland, with a little bread and water, not sufficient for one day, and our personal effects.

We walked the coast to the shore opposite Halifax Island, to which we crossed in a boat. We arrived in the evening. On November 3 the schooner *Isabel*, of Cape Town, Captain Roe, came in and took us on board. We proceeded to Iehlaboë and then to Hottentot Bay, where we arrived on 10th November. On November 13 we went on board the *Lord of the Isles*, bound to Table Bay, where we arrived on 21st November.

[STEPHEN SHEPPARD,
Master Steamer *Saxon*.]

Affidavit of the second mate of the bark *Saxon* regarding the capture of that vessel by the U. S. S. *Vanderbilt*, Commander Baldwin, U. S. Navy.

BRITISH CONSULATE, *New York*.

David Aitchison, a native of Dundee, Scotland, mariner, of the age of 29 years, at present at New York, maketh oath, and saith as follows:

On the 23d of August last I shipped at Cape Town on board the bark *Saxon*, of Cape Town, Stephen Sheppard, master, for a voyage to Ascension [Island], Angra Pequena, and Falmouth, for orders. I shipped as second mate; the mate's name was James Gray, a native of Aberdeen, Scotland. We sailed from Cape Town early in September, I do not remember the day, and proceeded to Ascension. We carried cattle and forage, being partly in ballast. We landed the cattle at Ascension, where we remained seven days, and then proceeded to Angra Pequena, on the west coast of Africa, where we arrived about the middle of October. About the 23d of October we began to take in cargo. We were delayed in loading, owing to the absence of the agent, Captain Boyce, who had gone down to leeward. We laded 156 bales of wool and hides; 30 of the bales were hides. We were five days in loading. The wool and hides were lying on the shore and were brought

off in a large, flat-bottomed boat. On the day that the loading of the *Saxon* was completed the U. S. S. *Vanderbilt* arrived at Angra Pequena and anchored about a mile or a mile and a half from us. She sent a boat with two officers and a crew on board of the *Saxon*. One of the officers was named Donohoe [Danenhower]; he was an acting master's mate. The officer in charge of the boarding party had some conversation with Captain Sheppard, and had the afterhatch taken off and looked at the cargo. He demanded the ship's papers, which were handed to him by Captain Sheppard, who asked to have them back, as he was loaded and ready for sea. The officer refused to return them and said he would take them on board the *Vanderbilt*. The officer then returned with the boat's crew to the *Vanderbilt*, taking the papers and leaving on board the *Saxon* the officer Donohoe [Danenhower], above mentioned, in charge of the *Saxon*. We then went to dinner in the cabin of the *Saxon*—that is, Captain Sheppard, the mate, James Gray, the officer Donohoe [Danenhower], and myself. Donohoe [Danenhower] well knew Gray to be the mate of the bark. Late in the afternoon three boats' crews from the *Vanderbilt* came on board of us, being in all about 50 men, all armed. The men all had a glass of grog on board the *Saxon*, being wet on coming on board. The officer in charge of the whole party was a Lieutenant Keefe [Acting Master A. M. Keith]; he said his orders were to get the bark underway and bring her down the lagoon.

By this time the *Vanderbilt* sighted a bark outside and proceeded to sea after her. The *Saxon* was then got underway, and proceeded a short way down the lagoon and then anchored again. Captain Sheppard asked Mr. Keefe [Keith] for permission to send on shore some salt beef, pork, and bread for six men, who had been assisting in loading the *Saxon*, until a supply should come for them from Cape Town. Lieutenant Keefe [Keith] granted permission, and a signal being made for the six men they came off in their boat. They were men who carried on the business of digging guano and sealing, and had been for eight months and upward at that and other neighboring places on the coast, under charge of Captain Boyce. When the men came on board they went to get their provisions out of the cask, under the superintendence of the master and mate of the *Saxon*. There was some little confusion, and Lieutenant Keefe [Keith] told Captain Sheppard that the men had got enough provisions, and ordered Captain Sheppard and the mate, Gray, to go into the cabin. Mr. Keefe [Keith] and the captain proceeded aft together and went up the steps of the poop, the mate following close after them. The captain went down the companion way into the cabin, and as the mate went up the steps of the poop, and was going aft toward the companion way, the officer, Donohoe [Danenhower], above mentioned, who was stationed at the break of the poop, called him back and took hold of him, trying to stop him. A stout man belonging to the *Vanderbilt*, who stood behind Donohoe [Danenhower] pushed the mate forward at the same time that Donohoe [Danenhower] also took hold of the mate to push him forward. The mate being thus pushed was falling forward down the poop steps, when Donohoe [Danenhower] fired at him with a revolver and shot him, the ball entering the mate's head below the right ear. The mate fell on the deck apparently dead. I was standing near the mainmast at the time of the occurrence and saw all that passed. I was about 6 or 8 yards distant. On seeing Gray fall I immediately went to him and lifted up his head. He never spoke, and must have been dead within

half a minute after falling. As I took the mate's head on my knee, I heard Donohoe [Danenhower] say, "We must obey orders," or "He must obey orders," I am not sure which. About a minute afterwards he added, "Well, it is an accident; my revolver was cocked." On hearing the report of the revolver Captain Sheppard came running out of the cabin and saw Gray lying on the deck, and said to me, "Is Gray dead?" I replied, "Yes, sir." He said, "Poor Gray; he has been with me for six years." Lieutenant Keefe [Keith], who was standing on the poop, called out, "Is that man dead?" Several of us replied, "Yes." He said, "Then put him down the afterhold and put the hatches on." The body was put down there accordingly. When Mr. Donohoe [Danenhower] stopped the mate said he belonged aft, and he wanted to go to his cabin. When the revolver was fired all the men of the *Vanderbilt* who were on board drew their cutlasses, which frightened the six men who had come from the shore, and they thereupon rushed over the vessel's side into their boat and went ashore.

The whole of the men from the *Vanderbilt* remained on board the *Saxon* all night and until the afternoon of the next day, when the *Vanderbilt* returned from sea. We had our flag half-mast. A boat was sent from the *Saxon* on board the *Vanderbilt* to tell them of the mate's having been shot. On the same evening the corpse was buried on the shore. That night the prize crew came on board, consisting of a Captain Keyser and 15 hands, and the next day the *Saxon* was got underway and proceeded to New York. Captain Sheppard and 10 of the crew were landed at Angra Pequena. Myself and the cook, William Johnson, a colored man, were brought on to New York. I assisted in working the bark over, under the orders of the prize master. I had charge of a watch. We arrived at New York on the 22d ultimo. I was detained one day on board of the guardship and for two days in the house of detention, and gave my evidence before the prize commissioners. I told them about the shooting of the mate, but they did not take my evidence on that point.

DAVID AITCHISON.

Sworn by the said David Aitchison, at the British consulate, New York, this 4th day of January, A. D. 1864, before me.

E. M. ARCHIBALD,
Her Britannic Majesty's Consul.

Letter from Sir P. E. Wodehouse to the Duke of Newcastle, on the subject of the captured British bark *Saxon*.

GOVERNMENT HOUSE,
Cape Town, December 18, 1863.

MY LORD DUKE: By my dispatch of the 20th ultimo I reported to your Grace that news had been received here of certain acts said to have been done by the U. S. war steamer *Vanderbilt* on the coast to the northward of this colony, of which, at the time, I was unable to furnish any particulars; but I believe I am now in a position to transmit such information as will enable her Majesty's Government to determine what course it will be expedient for them to pursue.

It will be seen that the *Vanderbilt*, on her arrival at Angra Pequena, a small bay on the west coast of Africa, beyond the limits of this

colony, found lying at anchor a vessel named the *Saxon*, the property of a mercantile firm in Cape Town, of which she immediately took possession, on the plea that she was laden with the cargo of the *Tuscaloosa*, a Federal merchant ship which has been taken by the *Alabama* and converted into a privateer; that the *Vanderbilt* then proceeded to take possession of a quantity of coals belonging to the owners of the *Saxon*, which had been deposited on Penguin Island, a small island in the bay of Angra Pequena; that she has sent the *Saxon* with her cargo in charge of a prize crew for the adjudication of a court of competent jurisdiction in the United States, and that before the departure of the *Saxon* her chief officer was shot by one of the officers of the *Vanderbilt*.

There are, therefore, three separate transactions on which it becomes necessary for me to furnish information, viz, the seizure of the ship, the appropriation of the coals, and the death of the mate.

An impression generally prevailed there that Penguin Island, near which the *Saxon* was anchored, was British territory, and that consequently the seizure of that vessel in such a locality was a direct infringement of British rights; but upon enquiry I have discovered that such is not the case. On the 13th April, 1861, your Grace communicated to my predecessor that her Majesty's Government had decided on the annexation to the Cape Colony of the Island of Ichaboe, which was duly carried out. Subsequently, some merchants of this town interested in the guano trade brought under the notice of Sir George Grey the case of certain small islands adjacent to Ichaboe, and the result was that on the 12th of August, 1861, he published a proclamation for bringing under the dominion of her Majesty Penguin Island and ten others, "subject to her Majesty's gracious confirmation and disallowance." Immediately after this had been done Sir George Grey sailed for New Zealand, and there is no record of the proclamation having been reported to your Grace, or of the annexation having been confirmed by her Majesty. Upon the score of territorial rights, therefore, as arising out of the vicinity of this island, I conceive no objection can be taken to the acts of the *Vanderbilt*. In other respects the capture of the *Saxon* may fairly be left to the adjudication of a court of law. One of the owners of the ship has admitted to me without reserve that the cargo on board at the time of the seizure was a part of that landed from the *Tuscaloosa*, and was intended to be conveyed to a market as the property of, and on account of, Captain Semmes, of the *Alabama*.

The same gentleman informed me he had been in communication with the U. S. consul respecting the appropriation of the coals, and he had little doubt that officer would obtain the authority of his Government to pay for them. The consul has since expressed himself to the same effect to me.

The death of the mate of the *Saxon* involves considerations of a far more serious nature. The depositions taken by the acting attorney-general go to show that when the crew of the *Saxon* were entirely without arms, and apparently without either the means or the wish to offer any resistance to their captors, this unfortunate man was, on little or no provocation, shot dead by one of the officers in command. Whether the act was the result of wanton ferocity, or whether it was perpetrated under the influence of unfounded apprehension, it seems hard to say. But it is very satisfactory to find, from the evidence of the master of the *Saxon*, that the captain of the *Vanderbilt* was much displeased at what had occurred, and had at once placed the officer

under arrest. I can not but hope that under such circumstances the Government of the United States will be prepared cheerfully to grant such reparation as her Majesty's Government may consider the case to require, and I beg to recommend to your Grace's most favorable consideration an application which has been made to me by Messrs. W. Sampson & Son, as the agents of the widow of the deceased James Gray.

I have, etc.,

P. E. WODEHOUSE.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of action favorable to the United States taken by the Moorish authorities.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, October 31, 1863.

SIR: I am in receipt of a letter from our consul at Tangier, of which the following is an extract:

I have very favorable reports of your visits to Safi and Mogador, and was extremely sorry that you were unable to land at the latter place. The vice-consul had made every preparation to give you a hearty welcome. Your visits on our coast have had a salutary influence. After laboring four months with the Moorish authorities, I finally succeeded in getting the Sultan, on the 24th September, to issue his royal order forbidding vessels sailing under the rebel flag from visiting his ports on pain of seizure.

The bashaws of his ports have orders to seize them and deliver them and their crews to me, and, if necessary to capture, to open fire on them from the royal batteries. This is a complete triumph for me over British influence.

As the visits of the *St. Louis* to Tangier, Safi, and Mogador were in the month of August, it is reasonable to suppose that her salutes and appearance assisted to the success of these negotiations.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

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

Order of the Secretary of the Navy to Commander Carter, U. S. Navy, commanding U. S. S. Michigan, to remain at Sandusky, Ohio, for the winter.

NAVY DEPARTMENT, *October 31, 1863.*

SIR: You are informed, in answer to your letter of the 28th instant, that it is the desire of the War Department that the *Michigan* should remain at Sandusky, for the better protection against outbreak or escape of the rebel prisoners on Johnson's Island, during the approaching winter.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander J. O. CARTER,
Commanding U. S. S. Michigan, Sandusky, Ohio.

Letter from the examining officer, Queenstown, Ireland, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the twenty-four-hour limit.

QUEENSTOWN, November 3, 1863.

SIR: I hereby give you notice that under her Majesty's proclamation of neutrality you are not permitted to remain in a British port for a longer period than twenty-four hours, except stress of weather or other unavoidable accident.

I am, sir, your obedient servant,

B. BANKS,
Examining Officer.

Captain WINSLOW,
U. S. S. Kearsarge.

Letter from the U. S. consul at Gibraltar to the Secretary of the Navy, reporting depredations committed by the C. S. S. Georgia.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, November 3, 1863.

SIR: The master of the British schooner *Emily Wylde* arrived at this port in forty-seven days' passage from New Castle, reports that about a fortnight since, in latitude $42^{\circ} 14'$ N. and longitude $11^{\circ} 10'$ W., he was boarded by the rebel steamer *Georgia*, and that he supplied her with newspapers. He further states that the *Georgia* was overhauling every vessel in sight, and that this occurred off Cape Finisterre.

I yesterday communicated this information by telegraph to our minister at London for transmission to you and also to our minister at Lisbon and consuls at Brest and Cadiz, for the guidance of any of our naval commanders who might touch or be at those ports.

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

HORATIO J. SPRAGUE,
U. S. Consul.

HON. SECRETARY OF THE NAVY,
Washington City, D. C.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, calling attention to the suspected steamer City of Petersburg.

NAVY DEPARTMENT, November 4, 1863.

SIR: Transmitted in the mail of yesterday were extracts from consular dispatches concerning suspicious vessels.

Your particular attention is called to the case of the steamer *City of Petersburg*. Her character is undoubted, and the consul who furnished the information is of opinion that she should be captured wherever found on the high seas.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy

Acting Rear-Admiral JAMES L. LARDNER,
Commanding West India Squadron.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the limits of his command.

NAVY DEPARTMENT, November 4, 1863.

SIR: In consequence of the recent withdrawal of vessels from your squadron, the Department deems it expedient to reduce the area of your command.

Hereafter, the islands and waters northward and westward of Crooked Island Passage will be considered as within the limits of the Eastern Gulf Squadron, and Acting Rear-Admiral Bailey has been instructed accordingly.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral JAMES L. LARDNER,
Commanding West India Squadron, Cape Haitien.

Order of the Secretary of the Navy to Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, to proceed to Porto Grande, Cape Verde Islands; for information regarding the movements of the U. S. S. Alabama and consorts.

NAVY DEPARTMENT, November 5, 1863.

SIR: Proceed with the U. S. ship *Onward* to Porto Grande, Cape Verde [Islands], at which port you will be likely to get very late news respecting the whereabouts of the piratical cruisers by the English mail steamers touching there. This news will be your guide for your further movements, as the Department expects you to follow the *Alabama* and her consorts. Should you obtain no authentic information of these vessels, you will go out to Fernando de Noronha, and thence along the coast of Brazil, enquiring diligently for the pirates, and proceeding at once and with all possible speed in search of them should you obtain notice of their whereabouts. It is not expected that you will go to the East Indies, unless actually in the track of a pirate, but confine yourself to the North and South Atlantic Ocean.

Upon falling in with any United States vessel commanded by an officer senior to yourself, you will report to him, showing this order.

You will not return to the United States for provisions if you can get them abroad, unless there is no prospect of meeting the pirates.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Master WILLIAM H. CLARK,
Commanding U. S. Ship Onward, Hampton Roads, Va.

Letter from the U. S. consul at Port Louis, Mauritius, to the Secretary of the Navy, urging the necessity of an armed force in those waters.

CONSULATE OF THE UNITED STATES OF AMERICA,
Port Louis, Mauritius, November 5, 1863.

SIR: In my correspondence with the State Department I have several times represented the great importance of having some American armed force in these waters. In my dispatches to that Department by

this mail I have reiterated and strongly urged the same subject upon the attention of the honorable Secretary. What representations, if any, he may have made to you upon the matter I can not tell, as sufficient time has not yet elapsed to receive any reply to my communications; but I beg to bring the subject directly to your notice.

We have large commercial interests in the Indian Ocean. Quite two millions of American property were lying in this port at one time within the past five months. Previous to the recent visit of the *Vanderbilt*, no American man-of-war has been in this harbor for several years. The *Vanderbilt* has now been some time away, and from the condition in which she left here it is probable she is on her way to America. Rumors are rife now, and I must think there is some ground for some of them, that the *Alabama* or some of her associates in the work of destruction are cruising in these parts. Yesterday news reached me (to-day it has been so confirmed as to render it almost certain) that an American-built vessel bearing the Hamburg flag put into Foule Point, Madagascar, about twenty days ago, where a part of her cargo, unquestionably of American origin, was transshipped into a British brig, which is now on its way to this island. A certain person has been endeavoring to ascertain if a British register could be obtained for the ship, and if not to get the usual form of a ship's register, for the purpose, doubtless, of taking it to Madagascar and going through with the farce of putting the vessel under the Malagash flag. He has also been endeavoring to see if a sale can be effected of such a ship here. It is almost certain that the ship referred to is the *Sea-Bride*, of Boston, captured recently off Cape Town. A brig is signaled as approaching from toward Madagascar as I write, which, not improbably, is the one containing the stolen goods.

When the brig arrives here every effort will be made to get possession of the cargo, should it prove to be, as I have strong reasons for supposing it, a part of the cargo of an American ship. I shall use every effort also to get possession of the ship should she come into this port and prove what I believe she is. I shall write the State Department more fully in regard to the whole affair. I refer to it here to show the urgent importance of our having some armed force in these waters. Were there a vessel here, carrying only a single gun, the rescue of the *Sea-Bride* would be an easy affair. Again, and at the risk of seeming unduly importunate and overanxious, let me urge the great importance that one or more fast-sailing steamers be dispatched to cruise hereabouts.

Hoping to hear soon that such have been ordered hither, and hoping still more ardently to see the steamers here,

I beg leave to remain, sir, your very obedient servant,

W. R. G. MELLEN,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Collins, U. S. Navy, commanding U. S. schooner George Mangham, of compliance with orders from the Department.

U. S. SCHOONER GEORGE MANGHAM,
Georgetown, Prince Edward Island, November 5, 1863.

SIR: Your letter requiring me to proceed with this vessel and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading

Squadron has been received. In compliance therewith I shall leave immediately.

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

JOHN COLLINS, JR.,
Acting Master, Commanding.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the position of the vessels under his command.

FLAGSHIP RHODE ISLAND,
Cape Haitien, November 6, 1863.

SIR: I have the honor to report the position of the West India Squadron at this date:

Rhode Island, temporary flagship, Commander S. D. Trenchard, arrived on the 3d instant from a cruise to Guadaloupe and St. Thomas.

Santiago de Cuba, Captain T. P. Greene, employed convoying the California steamers.

Juniata, Commander J. M. B. Clitz, sailed on the 21st of October for Santa Marta, New Granada, and Curaçao.

Consular dispatches from Bremen affirm that large shipments of coal are made from Oldenburg ports in Oldenburg vessels to Santa Marta, which leads to a suspicion that a coal depot is being established at the latter port for supplying rebel privateers.

Commander Clitz has been directed to enquire into the matter in a quiet way.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, relative to the revolution in San Domingo, West Indies.

FLAGSHIP RHODE ISLAND,
Cape Haitien, November 6, 1863.

SIR: I have had the honor to receive the Department's letters of the 2d and 12th of October, transmitting documents from the U. S. consuls at Turk's Island and San Domingo, and inviting my attention to those papers.

I have been unable to learn of any American ship or property afloat that has been injured by the combatants in the war now raging in the eastern part of this island. The complaints and calls for assistance have been made, I believe, in all instances by our colored countrymen who have settled and become domiciliated among the Dominicans.

Information has been received through the consul-general at Havana and from other sources that the governor-general of Cuba, and Spanish officials generally, are impressed with the belief that our Government

is interested in the success of the revolutionists and probably assisting them. I have therefore, in the absence of urgent reasons for sending a ship, avoided even the appearance of interfering in their difficulties. It is true that a person, claiming to be official, requested an interview with me about the 12th of October for the purpose of placing Dominica under the protection of the United States. The visit was respectfully declined.

I beg to add that, in returning a friendly visit of the Spanish commodore recently, I took occasion to ask the good offices of himself and those under his command for my countrymen—consuls and also colored immigrants—which he cordially promised.

I shall probably send a ship to Porto Plata and San Domingo when the *Powhatan* arrives.

Very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at Batavia, Java.

U. S. STEAM SLOOP WYOMING,
Batavia, November 7, 1863.

SIR: On the recommendation of the surgeon of this ship, I have transferred for a passage to Boston, in the American bark *Hazard*, G. A. Karstens, master, the following named invalids, viz: William Thompson, seaman, loss of arm at Shimonoséki; John Wilson, seaman, debility; Andrew Peterson, seaman, paralysis.

Nothing has been heard of the movements of the *Alabama* and *Georgia* since the 19th of August, at the Cape of Good Hope.

It was reported in the Singapore Times that the *Vanderbilt* was at Mauritius on the 3d of October.

Repairs in the machinery made it necessary to return to this place on the 28th ultimo; being completed, I shall sail for the Strait of Sunda in the morning.

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

D. McDOUGAL,
Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of intended cruise to the Cape of Good Hope.

U. S. S. MOHICAN,
Rio, November 7, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port, and shall leave in the morning on a cruise to the eastward, touching at the Cape of Good

Hope and St. Helena, and return to this port in about two months. The last news I had of the *Alabama* she was at the Cape of Good Hope on the 16th September. We are all well on board.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the return of that vessel to Brest, France, from unsuccessful pursuit of the C. S. S. Georgia.

U. S. STEAM SLOOP KEARSARGE,
Brest, France, November 7, 1863.

SIR: I have the honor to report the return of this ship to Brest, after an unsuccessful pursuit of the *Georgia*.

The *Kearsarge* left Brest during a heavy gale on the 31st ultimo, which continued to blow with increased violence from day to day during the period she was out.

On the 2d instant, after a cruise about the mouth of the British [English] (and a more extended one in the Irish) Channel, the *Kearsarge* entered the harbor of Cork, where information was received that the *Georgia* had put into Cherbourg the day preceding her departure.

I have the honor to inform the Department that I shall continue to watch the *Florida* at Brest, and should information reach me that the *Georgia* has put to sea in advance of the *Florida* I shall immediately leave in pursuit of her, as from the position of the mouth of this harbor, with its several channels, I deem it almost impossible to prevent the *Florida* eluding us.

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

JNO. A. WINSLOW,
Captain.

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

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, transmitting information from U. S. consuls in the East Indies relative to Confederate vessels.

U. S. STEAM SLOOP WYOMING,
Strait of Sunda, Anjer, November 9, 1863.

SIR: I enclose an application from Lieutenant-Commander Kirkland to be detached from this ship. I would state that when Captain Price, commanding the U. S. ship *Jamestown*, ordered Mr. Kirkland to this ship he ordered Lieutenant Barton, one of the officers of this ship, to the *Jamestown*. Should Mr. Kirkland be detached, I respectfully request another officer be ordered in his place.

On the eve of leaving Batavia yesterday I received a letter from our consul at Hongkong, containing the copy of one received by him from our consul at Melbourne. I herewith enclose a copy.

From our consul at Singapore, dated November 3, he states:

We have no information of any privateer being to the east of the Cape of Good Hope since the *Alabama* was reported at Simon's Bay about the 10th of August, and but a rumor of a Confederate privateer being spoken by an English vessel, the *Hiawatha*, from Ganjam to Colombo. (See Colombo Observer of October 5.)

The belief that these vessels are in these waters has considerably subsided. The P[eninsular] and O[riental] mail steamer *Columbian* arrives this day from Galle and brings no intelligence whatsoever of the privateers.

About a week since the English steamer *S. S. Mona* reported here that she had been boarded off Mauritius by the U. S. S. *Dacotah*, bound to that port.

I shall proceed immediately to Christmas Island and make an examination, and if the information is correct will destroy all supplies found there. Christmas Island is about 200 miles south of this, and uninhabited.

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

D. McDUGAL,
Commander.

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

[Telegram.]

COLUMBUS, OHIO, November 10, 1863.

(Received at Washington 6:45 p. m.)

Serious apprehensions are entertained of an attack upon Johnson's Island. Please order the steamer *Michigan* to that place at once.

D. TOD,
Governor.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, November 11, 1863.

Move the *Michigan* to a position near Johnson's Island, so as to be able to give immediate assistance in case of outbreak or trouble with the rebel prisoners.

GIDEON WELLES,
Secretary of the Navy.

Commander JNO. C. CARTER,
Commanding U. S. S. *Michigan*, Sandusky, Ohio.

[Telegram.]

SANDUSKY, OHIO, November 12, 1863.

(Received at Washington 12:45 p. m.)

In answer to telegraphic order of 11th instant, the *Michigan* has laid as near Johnson's Island as she can get since the 24th of October.

J. C. CARTER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
[Secretary of the Navy.]

[First endorsement.]

Could not a sand battery be thrown up, commanding the island?

Fox.

[Second endorsement.]

I have directed the colonel to place his battery on the point near the light-house, but it will not be necessary while the *Michigan* is inside.

W. H.

[Telegram.]

NAVY DEPARTMENT, *November 12, 1863.*

Reliable information is furnished this Department that a project is on foot in Canada to fit out steamers and attempt a rescue of the prisoners confined on Johnson's Island. Use the utmost vigilance on board your vessel, and take every precaution against a surprise to yourself, as well as the garrison. Rifled guns will be sent to you. Report any information you may obtain or any wants necessary to meet the contingency anticipated.

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN C. CARTER,
Commanding U. S. S. Michigan, Sandusky, Ohio.

Letter from the U. S. minister to France to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the shipment of crew for the C. S. S. Florida.

LÉGATION DES ÉTATS-UNIS,
Paris, November 14, 1863.

SIR: Yours of the 11th instant is just received. I have no doubt but that you are right as to the recruitment of men for the *Florida* in this country. Owing to some difficulties in Liverpool they were disappointed in shipping a crew, as was expected in that port. I have already complained to the Government here and called upon them to prevent this vessel filling up her crew while lying in a friendly port as a violation of international law, but fear my complaints will not be heeded, unless the *Florida* shall ship more men than she brought into port.

The minister informs me that you, too, have endeavored to add to your crew while in the port. How is this? Apprise me in season of whatever may be done.

Your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge.

Letter from the Secretary of the Navy to presidents of two New York insurance companies, regarding the continual vigilance on the part of the Department in the protection of American commerce.

NAVY DEPARTMENT, *November 14, 1863.*

GENTLEMEN: The Department duly received your communication of the 28th ultimo, in reference to the depredations committed upon American commerce by the *Alabama* and other rebel cruisers.

The pursuit and capture of these vessels is a matter that the Department has had constantly in view, and swift steamers have been continually in search of them and at times very close on to them. They are under orders to follow them wherever they may go.

The only vessel which had the impudence to attack our flag at the entrance of our harbor, the *Tacony*, was promptly pursued and her career was soon terminated. The Department had about thirty vessels after her.

I thank you for your expression that energy and ability has creditably marked the administration of this Department in all other channels of official duties. A rigid blockade of the coast has been demanded, and its accomplishment has required all the available force that the Department could bring to bear. To do this it could not well dispatch a larger force than it has in search of piratical rovers. It will continue to give this subject its attention, and hopes as the avenues to the insurrectionary region are becoming closed and the Navy is enlarging to be able to have a larger force to pursue the pirates and secure the safety of our commerce abroad.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

RICH'D LATHERS, Esq.,
President Great Western Insurance Company.

J. P. TAPPAN, Esq.,
President Neptune Insurance Company.

[And other Merchants and Underwriters, New York.]

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. Powhatan, regarding the movements of that vessel.

U. S. S. POWHATAN,
Delaware Breakwater, November 15, 1863.

SIR: I have the honor to report our arrival here this evening, having been detained in the river by fog. I shall take on board the 100 men from the U. S. ship *Saratoga* and transfer the like number to that vessel and leave at daylight to-morrow morning to carry out your order of October 26, 1863.

Very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the vessels under his command.

FLAGSHIP RHODE ISLAND,
Cape Haitien, November 16, 1863.

SIR: In reply to the Department's letter of October 13, directing that "the vessels of the squadron which are most urgently in need of repairs should be sent immediately to the United States (New York and

Boston), two vessels retained will be sufficient under the existing state of things," I have ordered Commander Olitz, of the *Juniata*, returned two days since from New Granada, to prepare without delay to go to New York. He will probably sail in a week.

This leaves a squadron of two ships, the *Rhode Island* and *Santiago de Cuba*, the first reported defective in cylinder and piston, the latter urgently in need of repairs of both hull and machinery. She will be sent to Boston next week.

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

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

JOHNSON'S ISLAND, *November 17, 1863.*

(Received at Washington 10 a. m.)

The anxiety felt at this place in relation to outbreak of prisoners or rebel raid from Canada has subsided. There is no cause now for anxiety.

J. C. CARTER,

Commander, U. S. Navy.

Hon. GIDEON WELLES,

Secretary Navy.

[Telegram.]

SANDUSKY [OHIO], *November 19, 1863.*

(Received at Washington 11:15 a. m.)

A reconnoissance made on the Canada coast by an officer of this ship results in discovering nothing of a hostile preparation.

J. C. CARTER,

Commander, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

*Letter from the U. S. minister to France to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the shipment of additional men for that vessel in the port of Brest, France.**

LÉGATION DES ÉTATS-UNIS,

Paris, November 19, 1863.

SIR: I was in hopes that I could have seen the minister of foreign affairs to-day in reference to the question contained in yours as respects shipping additional men in the port of Brest for the *Kearsarge*, but he has left Paris.

If the men you refer to are not absolutely necessary for the *Kearsarge*, I think, under all the circumstances, it would be better not to take them. There is a serious question as to the conduct of this Government

* See pp. 563-566.

in allowing a crew, or so large a portion of one, to be shipped at Brest for the *Florida*, and your act in shipping men for the *Kearsarge* will be referred to as a full justification.

I would prefer, therefore, to keep the question clear of any such act, that it may stand on its merits only.

I am, sir, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW, *U. S. S. Kearsarge*.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, requesting instructions regarding winter quarters for that vessel.

U. S. S. MICHIGAN,
Off Johnson's Island, Ohio, November 20, 1863.

SIR: In conference with General Cox, commanding army officer at this point, in view of the wintering of this ship at Sandusky, he coincides with me in the opinion that it will not be safe for the *Michigan* to lie at this point during the approaching winter. The anchorage off Johnson's Island is entirely open to northeast gales, with bad holding ground and shoal water, and when heavy ice forms renders it impossible to lie in safety. It is also considered no longer desirable for her to remain here, in view of the extensive additions made to the defenses and the additional land force to be stationed here for the winter. For these reasons, most respectfully submitted, may I request that you will direct me in relation to her future movements and in regard to her winter fixtures and outfits, which are at Erie, Pa.

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

J. C. CARTER,

Commander, U. S. Navy.

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

[Endorsement.]

After arrangements have been made by the War Department which are considered sufficient by the general in command, the *Michigan* might return to Erie and lay up for the winter.

[Enclosure.]

HEADQUARTERS DISTRICT OF OHIO,
Sandusky, November 20, 1863.

SIR: Upon consultation with pilots and others familiar with this harbor, I concur in your opinion that it will probably be impossible for the U. S. S. *Michigan* to lie off Johnson's Island during the winter, on account both of the insufficiency of the holding ground at the anchorage and of the liability to be drifted ashore by the fields of ice which are reported to be often carried out by the currents after a gale. I shall therefore report to the War Department that the defense of the island and the depot of prisoners of war can, in my opinion, be best made by making permanent the increase of garrison and putting in position a few long-range guns to command the channel. If this is done I shall regard the island safe, without hazarding the ship by keeping her at her moorings during the winter.

Very respectfully, your obedient servant,

J. D. Cox,

Brigadier-General, Commanding.

Commander J. C. CARTER, *U. S. Navy,*
Commanding Steamer Michigan.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, from Cadiz, Spain, relative to Confederate vessels in that vicinity

U. S. SLOOP OF WAR ST. LOUIS,
Cadiz, November 21, 1863.

SIR: I left Lisbon on the 3d of November and arrived here on the 8th, to provision and obtain clothing and small stores for the crew, and have now on board a supply sufficient for four months of all but bread and marine clothing. Of those we are entirely destitute. We were informed a supply of bread was to come out from New York in the merchantman *Columbia* and consequently waited her arrival. She has come in within the last few days, without bringing a pound of bread or stores of any kind. Her master suggests it is coming by another ship belonging to the same owner, and loading for Cadiz. Pending its uncertain arrival, I have had baked a few thousand pounds, sufficient for a month's supply, intending to return here for more when that is exhausted.

I am just now in receipt of the following telegraphic message from Consul Sprague at Gibraltar:

Un vapor Confederado de guerra está al Cabo Spartel.

I am at a loss to know what vessel it can be unless the *Southerner*, having letters to-day dated November 12 from Brest that the *Florida* is there watched by the *Kearsarge*, and with only 15 men for a crew, and the *Georgia* at Cherbourg. I shall, however, get underway at once to intercept her. If the *St. Louis* were a steamer I could be where she is reported in four hours, but being a sailing vessel and blowing a strong levanter, it may take as many days. I should be derelict to my duty if I did not again represent the comparative uselessness of a sailing vessel like the *St. Louis* on this station and urge the importance of a few fast steamers where the rebel buzzards seem now to be gathering.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Letter from the U. S. consul at St. Catharine's, Brazil, to the U. S. minister to Brazil, announcing the arrival at that port of the C. S. bark Tuscaloosa.

CONSULATE OF THE UNITED STATES OF AMERICA,
St. Catharine's, November 21, 1863.

DEAR SIR: I hasten to inform your Excellency that the piratical bark *Tuscaloosa*, of 350 tons, with an armament of three rifled guns (one 24 and two 12 pounders), came in at this port on the 19th instant for supplies. She is last from Simon's Bay, Cape of Good Hope, about the last of July, this being her first port. She is commanded by one Low, formerly of the *Alabama*, by which vessel the *Tuscaloosa* was captured, and is now employed as her tender. She has a complement of about twenty-one men, nearly all of whom are Englishmen, and a considerable portion of them were originally of the crew of the *Alabama*.

Low came up to this city from Santa Cruz, her anchorage, on the morning of the 20th instant, in his fly, manned by four Englishmen, and

immediately ordered a quantity of stores for a month's supply for his vessel. In the meantime I had an interview with the President, during which Low made his appearance and also conversed with the President. In the result, the President informed Low of his decision that he would not be permitted to take any supplies of any kind whatever from this port, and that he would not be permitted to remain in port later than 5 o'clock p. m. of that day, or twenty-four hours from the time of his arrival.

These orders were strictly enforced, and in order to insure their effect, Low, together with three of his men (the fourth having deserted at this port), was taken on board the Brazilian war vessel *Maraeana*, steamer, and conveyed on board the vessel at Santa Cruz, and the bark was then taken in tow by the steamer seaward.

Low admitted to the President in my presence that the *Tuscaloosa* was a tender to the *Alabama*, but upon my making a point of this admission on his part he subsequently endeavored to retract or qualify his admission, but it did not avail him. The *Tuscaloosa* had made no captures since leaving Simon's Bay.

I protested in the name of my country, and also upon the ground of the orders issued in July by the Brazilian minister of war interdicting the *Alabama* from all privilege whatever in any Brazilian port, and the prompt and energetic course adopted by the President is no less creditable to himself than it will assuredly tend to strengthen the bond of harmony and good feeling now existing between the Brazilian Government and that of the United States.

I write this in haste, as the captain of a sailing vessel, the schooner *Rilheiro 2d*, which sails in a few hours for Rio de Janeiro, is now awaiting this dispatch. I shall write you further details per mail.

I have the honor to remain, faithfully, yours,

B. LINDSEY,
Consul.

Hon. J. WATSON WEBB.

[P. S.]—You will of course see the expediency of dispatching any vessels which may be at your orders in pursuit of the *Tuscaloosa*, especially, moreover, as it is here generally believed that the *Alabama* is also in close proximity with her. It is possible the *Tuscaloosa* may next proceed to Santos, as she is unquestionably in severe want of supplies, having been four months at sea.

Instructions from the Secretary of the Navy to Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, regarding the pursuit of Confederate vessels in the vicinity of the East Indies.

NAVY DEPARTMENT, November 21, 1863.

SIR: The Department has received your No. 30, acknowledging its orders of the 6th of June last and announcing your purpose to proceed with the *Wyoming* to the Strait of Sunda after a few days' repairs and taking in coal and supplies.

The latest information from the rebel privateers *Alabama* and *Georgia* places the former in the Bay of Bengal and the latter at Oherbourg, France. The *Florida* has for some time been repairing at Brest.

If the *Alabama* or any of her consorts visit the East Indies you must not fail to pursue them wherever they may go and to use your best

endeavors to overtake them. Should they not visit that quarter, and you are satisfied from reliable information that they are in other ports, you can return to the United States with the *Wyoming* according to order of the 15th of April last.

The *Alabama* captured a merchant vessel in the vicinity of the Cape of Good Hope and armed her for piratical purposes.

So long as any of these privateers remain in the East Indies, or there is a prospect of their coming there, you must not return home with the *Wyoming*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander DAVID McDUGAL,
Commanding U. S. S. Wyoming, Batavia.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the cruise of that vessel in search of C. S. S. Alabama.

U. S. STEAM SLOOP WYOMING,
Batavia, November 22, 1863.

SIR: I have the honor to report my return to this place yesterday for coal and other supplies.

In my dispatch of the 9th instant I informed you of the information I had received in relation to coal being sent to Christmas Island for the use of the rebel cruisers.

On the 10th instant I left Anjer and proceeded to and made a critical examination of Christmas Island, but found no evidence of coal having been landed; in fact, it was impossible to find an anchorage for a vessel to discharge.

On my return to Anjer, on the afternoon of the 17th, much to my surprise, I learned that the *Alabama* passed the Strait of Sunda the day we left, and had destroyed the American ship *Winged Racer* within 30 miles of Anjer, within the Java Sea, then proceeded to the northward.

On the 6th, 120 miles S. S. W. from Java Head, she had fallen in with the American ship *Amanda*, which was also burned, after taking whatever suited them from both vessels. The *Winged Racer* was loaded with sugar and hemp, bound to New York; the *Amanda* with the same cargo, bound to England; both from Manila. The *Amanda* was chartered by an English house and the cargo English property. After destroying the *Amanda*, the *Alabama* steered to the northward and westward and made the island of Sumatra, under which she anchored on the 8th and remained until the morning of the 10th, when she got underway and proceeded through the straits, keeping close under the western shore. At noon of that day we were within 25 miles of her.

Since then I have visited every place in this neighborhood where she would likely lay in case she intended remaining in this region, but nothing has been heard of her since the 11th.

I shall get underway immediately and proceed up the Strait of Banka, thence north, if I hear she has gone in that direction.

Many reports are in circulation with regard to her movements; one is that after passing through the China Sea to proceed to California and capture one of the Panama steamers.

I shall make every effort in my power to find and capture him, having only to regret that the condition of our boilers is such as to prevent a heavy pressure of steam being carried.

Officers and crew well.

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

D. McDUGAL,
Commander.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the insufficiency of the force under his command.

FLAGSHIP POWHATAN,
Cape Haitien, November 24, 1863.

SIR: I have the honor to report the arrival of the *Powhatan* yesterday, and that I have hoisted the flag on board of her to-day.

The *Juniata*, in obedience to your order of October 13, sails for New York to-day.

The *Santiago de Cuba* will probably be able to sail for Boston in a week.

This leaves a squadron of the *Powhatan* and *Rhode Island*, and as the latter has been reported defective in cylinder and piston, as well as in her copper, I beg to suggest that the force is hardly sufficient for the convoy of the California steamers and to keep open the communication with the Department.

The returning California steamers pass now by the same route as those outward bound.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, of improved condition of affairs in the vicinity of Lake Erie.

U. S. S. MICHIGAN,
Sandusky, Ohio, November 25, 1863.

SIR: I have the honor to report that I have this day received the battery of rifled guns, with a large supply of ammunition, forwarded by the Bureau of Ordnance to me at this place as promptly, under the circumstances, as could be expected. Everything is now in position, and it gives me pleasure to state that the *Michigan* is in efficient condition, and, in case of an emergency, would be able to fit out two or three small effective steamers from her present armament and still have sufficient for her own operations. All apprehension of difficulty in this vicinity seems to have entirely subsided.

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

J. C. CARTER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the arrival of that vessel at Bahia, Brazil, from cruise in search of Confederate vessels.

U. S. S. VANDERBILT,
Bahia, November 28, 1863.

SIR: I last had the honor of addressing the Department from Angra Pequena by the prize bark *Saxon*, on the 30th October.

Immediately after dispatching that vessel on her voyage I got this ship inside Penguin Island, near the coal stored there, and which I referred to as having been sent there from Cape Town some two months previously, undoubtedly for the *Alabama*, but which she did not wait there for.

I stated that after taking in the coal I should go along the coast as far as Loango for coal, but as the amount of coal turned out to be 293 tons, instead of 200 tons, as I had expected, and I could hear nothing of the privateers being along that coast (in fact, there being but little inducement for them as far as capturing any American vessels), I concluded that I would have sufficient coal to take me to St. Helena, and thence over here, and that that route would be far preferable.

I ran up the coast for a day and then over to St. Helena, where I communicated with our consul on the 10th November. I regret to say I got no intelligence of any privateers, so I continued my course over here, speaking several vessels but getting nothing new.

I arrived here on the 19th and at once commenced coaling, and have filled up, having taken in nearly 1,100 tons.

The mail steamer from River La [Rio de la] Plata and Rio de Janeiro has just arrived, but brings no news of any privateers to the southward.

We are now engaged overhauling and, as usual, patching the boilers, and being unable to get but slight assistance from shore it will be three or four days before we shall be ready for sea. Our boilers are much run down, but the crack in the shaft has not increased, but of course we have been running with very low steam.

I shall go from here to Pernambuco, and in the absence of any intelligence by the English mail steamer, now nearly due here, shall continue on to Fernando de Noronha and in the track of homeward-bound ships, calling at Barbados, Martinique, and St. Thomas, to New York.

Of course, under my instructions, should I hear of any privateers in a different direction I shall follow them if possible, though the state of our boilers absolutely requires large repairs as soon as possible.

Enclosing a copy of my last dispatch,

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

C. H. BALDWIN,
Commander, U. S. Navy.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, enjoining the observance of strict neutrality in connection with Spanish disturbances.

NAVY DEPARTMENT, November 28, 1863.

SIR: In a recent communication addressed to the Department of State by Mr. Tassara, minister plenipotentiary of her Catholic Majesty,

it is represented that the Spanish Government have reason to apprehend that expeditions have departed or may depart from the United States to engage or mingle in the war which is raging in a portion of the island of San Domingo.

This Government will be as earnest in its endeavor to perform all of its neutral obligations toward other states as it has been in asking their performance of such obligations toward the United States. The representations to which I have referred are general, and afford no basis for special enquiry by the Government, but it is our duty to be vigilant for the purpose of preventing or averting any proceedings in violation of the neutrality laws, to the injury of either of the contending parties in the island of San Domingo.

Let, therefore, this subject have such share of your attention as its importance demands, and impress upon the commanders of the vessels of your squadron the necessity of vigilance to intercept any unlawful expedition which may have been fitted out in the United States, and which may have for its object the landing upon the island of San Domingo, or upon any other territory under the jurisdiction of friendly powers within the limits of your command.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral JAMES L. LARDNER,
Commanding West India Squadron, Cape Haitien.

Letter from the U. S. consul at London to the U. S. minister to Great Britain regarding the departure from that port of the C. S. S. Rappahannock, formerly H. B. M. S. Victor.

U. S. CONSULATE,
London, November 28, 1863.

SIR: The Confederate steamer *Rappahannock*, reported this morning at Calais, France, was her Majesty's steamer *Victor*, recently sold out of the Government service. She has until recently been at Sheerness, opposite the Government dockyard, and has been prepared for sea and for active service (so far as she was prepared, when she left suddenly at midnight) by laborers, many of whom were employed at the Government dockyard at that place. A party of riggers was on board when she left, at work on her. Her rigging was not then rattled down. These riggers were from the Government yard, and I am informed that these men were selected and sent off to the *Victor* by the master rigger at the dock. Also that the masts of her Majesty's ship *Cumberland* were used as shears to set the masts of the *Victor*, then called the *Seylla* and now the *Rappahannock*, and that other petty officers at the Government yard have been employed to engage men and render other service to this privateer. In fact, that she was being prepared for service with the greatest secrecy and dispatch, as a Confederate privateer, under the cover and protection which her former ownership, proximity to the yard while being fitted out, and the employment of hands from the yard, threw around her.

She went off in quite an incomplete state, and would not have gone for some days but for the fact that the Government here, as is supposed, became suspicious from some cause that materials from the yard had been used in repairing and fitting her, and ordered a search to ascer-

tain the truth of the story. In a few hours after she left suddenly, near midnight on the morning of Wednesday, the 25th instant, in tow of the tugboat *Bull Dog*. She came to anchor near the Tongue light, lay there a short time, and then went to Calais.

The above facts, with many others of equal importance, I expect to make good by sworn affidavits from responsible men, and will do so as soon as possible.

I do not mean to intimate by anything said above that the British Government or any officer of position connected with it had any suspicion that they were selling a Government war ship into the Confederate service, and lending one of their dockyards as a protection to fit her out as a privateer to be used against our commerce. I think they have been deceived by agents of the Confederates, and will be ready and anxious to act with more than their usual energy to remedy the evil.

Your obedient servant,

F. H. MORSE,
U. S. Consul.

Hon. C. F. ADAMS, etc.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at Singapore, East Indies, from cruise in search of U. S. S. Alabama.

U. S. STEAM SLOOP WYOMING,
Singapore, November 30, 1863.

SIR: I have the honor to report my arrival at this place this morning. After leaving Batavia on the 22d I touched at Anjer, thence up through the Strait of Banka to the Dutch settlement of Rhio, where I replenished my coal.

In the Strait of Banka, on the 25th, I spoke the Dutch mail steamer from this place, who informed me that it was reported that the *Alabama* was cruising off Pedra Branca, at the entrance of the Strait of Singapore, and that she was expected to visit this place.

Yesterday I visited Pedra Branca; nothing was seen or heard of the *Alabama*. As I wished to fill up with provisions and obtain news I came in this morning, and on the passage in, a native boat came alongside with two letters and a package of newspapers for Captain Semmes, of the *Alabama*, from the firm of Cumming, Beaver & Co. After securing the letters I sent the boat adrift. Enclosed are copies of the letters.

Nothing positive has been heard of the *Alabama* since she burned the *Winged Racer* on the morning of the 11th, though the consul informed me there are daily reports in circulation at this place, but without any foundation.

As this is the general center for news I shall, as soon as I fill up with provisions, remain in this neighborhood until I receive some definite news as to the whereabouts of the *Alabama*.

On my anchoring I was waited on by the harbor master with the Queen's proclamation in relation to belligerents; my attention was particularly called to paragraphs 2, 3, and 4. I informed him that I hoped to be away within twenty-four hours. He then informed me from the governor that all islands within a circuit of 10 miles had been ceded to the English Government, and that within 3 miles of their shores their jurisdiction extended and was neutral.

I would state that at Batavia and Rhio I met with the kindest attention from the Dutch officials, who always expressed strong friendship

and sympathy for our cause and country. At the latter place they, without any hesitation, furnished me with Government coal, with a request that it would be returned. Arrangements have been made with our consul, Mr. Cobb, at this place to that purpose.

In my dispatch No. 38 I mentioned the condition of the boilers of this ship. Every day's steaming shows new defects, which will, I am afraid, prevent this ship from going north against the strong northeast monsoons prevailing at this season of the year, should it prove that the *Alabama* has gone in that direction.

I shall sail this afternoon (December 1). Officers and crew continue in good health.

I have, etc.,

D. McDUGAL,
Commander.

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

[Enclosures.]

SINGAPORE, *November 10, 1863.*

DEAR SIR: We shall feel obliged by your calling upon us as soon as convenient after your arrival at this port, having matters of interest to you to communicate.

We remain, dear sirs, yours, faithfully,

CUMMING, BEAVER & CO.

CAPTAINS OF CONFEDERATE GOVERNMENT STEAMERS.

SINGAPORE, *November 20, 1863.*

DEAR SIR: We represent your Government's interest at this port, and, hearing you were outside, take this opportunity of advising you that we are prepared to further your views in any way you may point out. If you require any outfit or supplies we will send them to you, and a letter given to bearer will reach us safely.

We send you some papers which may prove interesting, and remain,
Yours, in haste,

CUMMING, BEAVER & CO.

Captain SEMMES,
Confederate Government Steamer Alabama.

Letter from the U. S. consular agent, Cherbourg, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the U. S. S. Georgia.

U. S. CONSULAR AGENCY,
Cherbourg, December 1, 1863.

SIR: Your letter of the 27th ultimo has been duly received. The *Georgia* anchored at noon in the harbor; her repairs seem to be completed. Up to this time (4 o'clock p. m.) she has not taken her powder on board.

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

EDOUARD LIAIS,
Consular Agent.

Captain JOHN A. WINSLOW,
Commanding U. S. S. Kearsarge, Brest.

[Telegram.]

NAVY DEPARTMENT, *December 1, 1863.*

If there is danger of navigation closing and the military commandant at Johnson's Island feels secure, you can return to Erie with the *Michigan*.

GIDEON WELLES,
Secretary of the Navy.

Commander JNO. C. CARTER,
Commanding U. S. S. Michigan, Sandusky, Ohio.

Report of Commander Clitz, U. S. Navy, commanding U. S. S. Juniata, of arrival of that vessel at navy yard, New York, enclosing copy of orders.

U. S. S. JUNIATA,
Off Navy Yard, New York, December 2, 1863.

SIR: I have the honor to inform you of my arrival at this place with this vessel, under my command.

I herewith enclose you a copy of my orders.

Very respectfully, your obedient servant,

J. M. B. CLITZ,
Commander.

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

(Enclosure.)

FLAGSHIP POWHATAN,
Cape Haitien, November 24, 1863.

SIR: You will proceed with the *Juniata*, under your command, to New York, and upon your arrival report yourself to the rear-admiral in command of the navy yard and to the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Commander J. M. B. CLITZ,
U. S. S. Juniata.

Memorandum from the Secretary of U. S. legation, London, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding Confederate vessels.

U. S. LEGATION,
London, December 2, 1863.

The bark *Agrippina* carried the armament to the No. 290 at Terceira. She belongs to the rebel Government. She is painted black, with a yellow head along her sides; has a boat hanging by davits on starboard, but none on her larboard. She has no topgallant on the foremast.

When she left London she was to rendezvous in the straits between the islands of San Miguel and Formigas, the most southern point of the Azores.

Our informant says she is slow, but others declare differently. She was still at Plymouth last Saturday, the 28th November.

It is pretended she is bound for St. Georges, Bermuda, and may go there after supplying the vessels she is to meet.

The name of this vessel we can't positively learn, but suppose it to be either the *Florida*, *Georgia*, or *Rappahannock*.

She is 30 years old. She has carried coal twice to the *No. 290*. The captain's name is McQueen, the same that was on board when she armed the *290*. He is a most active rebel agent.

It is stated that she has two boats on deck, one turned upside down over the other.

BENJN. MORAN.

[Captain WINSLOW,
U. S. S. *Kearsarge*.]

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of arrival of that vessel at Algeciras, Spain, from cruise in search of supposed Confederate vessel.

U. S. SLOOP OF WAR ST. LOUIS,
Algeciras, December 3, 1863.

SIR: I have to report the arrival of the *St. Louis* at this anchorage from a cruise in search of a rebel steamer reported seen off Cape Spartel. After satisfying myself there was nothing suspicious to be found in that vicinity, I anchored in Tangier Bay, the weather being very heavy, as it was at our sailing and has continued ever since we left Cadiz.

On receiving from Mr. Sprague a description of the supposed rebel, I recognized it as answering in every particular to a French steamer of war, the *Talisman*, a dispatch vessel attached to the Imperial Ironclad Squadron, and which arrived at Cadiz from the Canary Islands on the afternoon of the 19th ultimo. The same day the rebel steamer was reported seen off Cape Spartel. I have communicated with Mr. Sprague, who agrees with me in this opinion.

I shall return to Cadiz for bread and water and our mail in a few days.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, transmitting information from French sources regarding the C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Brest, France, December 3, 1863.

SIR: I have the honor to enclose herewith a copy of a letter received from the assistant secretary of legation at Paris. This information causes some perplexity as to the wisest course to pursue in order to intercept some of these vessels.

I have already informed the Department that there are three channels of egress from the mouth of this harbor. The island of Ushant and the reefs to the southward from the main entrance, and a league from the line with the headlands, which we have been ordered outside of in case of blockade, is over 20 miles distant from the inner channels. It must be, therefore, under favorable circumstances that we could discover the *Florida*.

The position of Cherbourg, with a breakwater of several miles, opens two passages of egress for the *Georgia*, and although not so intricate in character as the entrance of Brest, yet necessitates a watch on either passage. The chances of our meeting the *Rappahannock*, I think, for these reasons, are most favorable. I shall therefore direct my attention more particularly to her, and if I can ascertain the information she will rendezvous at the Azores is reliable [will] follow her to that point. I am now waiting for telegram informing me whether she has left Calais, and will sail for the British [English] Channel immediately after its receipt.

Dispatches by telegraph or otherwise are subject to Government espionage here, and from this cause are attended with unusual delay. It is not improbable, as the Emperor favors the Confederates, that detention may not be authorized.

The *Florida* is not yet ready, and I think it doubtful whether she will sail for a month. The *Georgia*, I learn, is more advanced. I am in hopes, however, of seeing some of our cruisers before the departure of either of them.

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

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy,

[Enclosure.]

LEGATION DES ÉTATS-UNIS,
Paris, November 30, 1863.

SIR: I am directed by the minister to send you the following copy of a letter just received from Mr. Bigelow, U. S. consul at Paris, who is now in London:

LONDON, November 28, 1863.

MY DEAR SIR: The *Rappahannock* was formerly the *Victor*, of the royal navy. She escaped from Sheerness on the night of the 24th about 1 o'clock without a clearance, her owners having discovered that her destination had leaked out and that she was likely to be seized the next day, or at least complained of.

I learn from Mr. Vendroux by last evening's mail that the Imperial Government has directed the authorities at Calais to let the ship sail when she pleases. Mr. Morse has evidence of all the circumstances connected with her fittings out and escape, which he is reducing to an affidavit, to be made the basis of a representation to the British Government.

It is intended by the Confederates to arm and equip the *Rappahannock* at sea. Two vessels belonging to the Confederates, the *Agrippina* and the *Harriet Pinckney*, are to take out her equipment and to make the transfer at the Azores Islands between St. Michael [San Miguel] and Formigas.

The *Agrippina* left London last Saturday and the *Harriet Pinckney* the 16th. Both are now at Plymouth.

The above information of the place of rendezvous is given to you in strict confidence.

The following description may assist you in making out the *Rappahannock*: Boat hanging by davits on starboard, none on larboard; painted black, with small yellow streak.

I am, sir, your obedient servant,

WILLIAM L. DAYTON, Jr.,
Assistant Secretary of Legation.

Captain WINSLOW,
U. S. S. *Kearsarge*.

P. S.—The *Rappahannock* arrived at Calais in an unfinished state on the 25th ultimo. She is pierced for eight guns, but has none on board. The enclosed extract from Galignani's Messenger will give you some more details.

D., Jr.

Newspaper clipping.

A letter from Calais in the press says:

A large screw steamer called the *Rappahannock* has arrived in this port. She carries the flag of the Southern States of America (white, with a red corner, and with a blue St. Andrew's cross and the thirteen stars) and a pennant of the same colors. This steamer was in the roadstead from midnight waiting to receive on board fifteen young Americans who have been residing here for more than two months, and who are to serve as her officers. These persons embarked on board a fishing boat which they had hired to convey them to Boulogne, as they told the master of her, in order to conceal their project and avoid the police. When once they were outside the port, however, they ordered him to put them on board a vessel from which rockets were being fired, which was the signal agreed upon. The master of the boat in alarm called out loudly for assistance from some other boats near, and with their help he returned into port, where he landed his passengers, who were much annoyed at what had occurred. The *Rappahannock*, which has been purchased for the Confederate Government, was an English vessel undergoing repairs at Sheerness. She left that port under pretense of trying her machinery, and taking with her as crew the mechanics and ship carpenters who were at work on board. Once at sea the English flag was replaced by that of the Southern States. She has not yet any guns on board, but is pierced for eight of heavy metal. The authorities of Calais having applied to Paris, have received orders to allow the *Rappahannock* to leave when she thinks proper. A part of the crew have arrived by steamer from Dover. The appearance of a Northern cruiser, which is now in the channel, is looked for.

Report of Captain Greene, U. S. Navy, commanding U. S. S. Santiago de Cuba, of the arrival of that vessel at the navy yard, Boston, and enclosing copy of orders.

U. S. S. SANTIAGO DE CUBA,
Navy Yard, Boston, Mass., December 6, 1863.

SIR: In obedience to the order of Acting Rear-Admiral J. L. Gardner, of which the enclosed is a copy, the *Santiago de Cuba*, under my command, sailed from Cape Haitien on the evening of the 28th ultimo and arrived at the navy yard this morning.

I am, with much respect, your obedient servant,

THEO. P. GREENE,
Captain, U. S. Navy.

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

[Enclosure.]

FLAGSHIP POWHATAN,
Cape Haitien, November 27, 1863.

Sir: You will proceed with the *Santiago de Cuba*, under your command, to Boston, and upon your arrival report in writing to the honorable Secretary of the Navy and in person to the commandant of the navy yard.

Very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Captain THEODORE P. GREENE,
U. S. S. *Santiago de Cuba*.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of the arrival of that vessel at Porto Grande, Cape Verde Islands.

U. S. SHIP ONWARD,
Porto Grande [Cape Verde Islands], December 7, 1863.

SIR: I have the honor to report the arrival of the U. S. ship *Onward* at this port on the 2d of December, and remained to communicate with French steamers, one of which arrived on the 6th and one on the 7th of December.

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

WM. H. CLARK,

Acting Master, Commanding.

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

The Chesapeake affair.

Report of the deputy collector of customs, Portland, Me., of the seizure of the steamer *Chesapeake* by a party claiming to be Confederates, December 8, 1863.

[Telegram.]

PORTLAND, ME. [December 9], 1863—10:45 a. m.

SIR: Steamer *Chesapeake*, of New York, was captured on down trip by 17 rebels. She was at St. John [New Brunswick] this morning. We need the gunboat *Agawam*, on board of which to place officers and men of *J. O. Dobbin*, with armament and munitions, to pursue and capture *Chesapeake*. Can not *Agawam* be taken for this purpose?

R. A. BIRD,

Deputy Collector of Customs.

Admiral GREGORY,
United States Hotel.

[Endorsement.]

Returned for answer to Mr. Bird: "If *Agawam* suits your purpose, take her."

F. H. G.

[Telegram.]

CHARLESTOWN, Mass., *December 9, 1863.*

(Received at Washington 3:15 p. m.)

The collector of customs at Portland [Me.] has telegraphed that the steamer *Chesapeake* was seized by 17 rebels on her trip to Portland. She is now in Bay of Fundy, has slight armament and short of coal; can be retaken. Have you anything you can send in pursuit? I shall dispatch the *Acacia* as soon as her powder is on board, unless otherwise ordered.

J. B. MONTGOMERY,
[Commandant.]

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *December 9, 1863.*

Get some light artillery and soldiers from the authorities and go out in pursuit of the *Chesapeake*.

GIDEON WELLES,
Secretary of the Navy.

Commander A. C. RHIND, U. S. Navy,
Portland, Me.

[Telegram.]

BOSTON, *December 9, 1863.*

(Received at Washington 3:20 p. m.)

The *Ella and Annie*, prize, has been appraised and has coal enough on board for a trip. I have offered her to Commodore Hudson [Montgomery] to chase the *Chesapeake*. Will you authorize him to send her out?

J. S. KEYES,
U. S. Marshal.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *December 9, 1863.*

Steamer *Chesapeake*, of New York and Portland line, has been seized by rebel passengers off Cape Cod, second engineer killed and captain landed at St. John [New Brunswick]. Answer immediately what vessels you have to go in search of her.

GIDEON WELLES,
Secretary of the Navy.

Rear Admiral H. PAULDING,
Commandant of Navy Yard, New York.

[Telegram.]

BROOKLYN, *December 9, 1863.*

(Received at Washington 3:30 p. m.)

Steamer *Chesapeake* sailed last Saturday for Portland; 25 passengers on board. When 20 miles north of Cape Cod, 17 passengers took the

vessel, killed second engineer, and landed remainder of passengers and crew this side of St. John [New Brunswick], and left with the vessel. Above taken from bulletins. *Grand Gulf*, *Vicksburg*, and *Sebago* can be sent in pursuit to-morrow.

H. PAULDING,
Commandant.

Hon. G. WELLES.

[Telegram.]

BOSTON, *December 9, 1863.*
(Received at Washington 3:35 p. m.)

Seventeen rebels in disguise shipped as passengers on board steamer *Chesapeake* at New York, bound for Portland, last Saturday afternoon. On Sunday last they seized the steamer, piratically murdered some officers, sent other officers, crew, and passengers to St. John [New Brunswick] in a boat. *Chesapeake* then sailed in an easterly direction, and will probably try to capture steamer which leaves Portland to-day. I pray immediate orders for pursuit to be made from the Charlestown [Mass.] and other navy yards, and that the proper requisition be made on British Government for the pirates, should they be found within British jurisdiction.

JNO. A. ANDREW,
Governor of Massachusetts.

Hon. GIDEON WELLES.

[Telegram.]

NEW YORK, *December 9, 1863.*
(Received at Washington 12:20 p. m.)

We offer you the services, free of compensation, of two steamers similar to *Chesapeake* if you will man and arm them. They can leave to-night.

H. B. CROMWELL & Co.

GIDEON WELLES, *Secretary of the Navy.*

[Telegram.]

NAVY DEPARTMENT, *December 9, 1863.*

H. B. Cromwell & Co. offer, free of cost, two steamers similar to *Chesapeake*. Take them, arm them, and send them out.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant of Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *December 9, 1863.*

Steamer *Chesapeake*, of New York and Portland line, has been seized by rebel passengers off Cape Cod, second engineer killed, and captain landed at St. John [New Brunswick]. Answer immediately what vessel you have to go in search of her.

GIDEON WELLES,
Secretary of the Navy.

Commodore O. K. STIBLING,
Commandant of Navy Yard, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *December 9, 1863.*

Send the *Ticonderoga* to St. John in pursuit of the *Chesapeake*, with orders to follow her wherever she may be. Send out any other vessel ready. Answer.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant of Navy Yard, Boston, Mass.

[Telegram.]

ST. JOHN, NEW BRUNSWICK, *December 9, 1863.*

(Received at Washington 6:20 p. m.)

Steamer *Chesapeake* was within 2 miles of this port last night. Sent Captain Willett, his crew, and passengers ashore. Received two officers and left at 4 a. m., probably for Halifax. He is still in Bay of Fundy, I believe, waiting for coal. Have telegraphed to collectors at Boston, Portland, New York, and Eastport, and to consul at Halifax.

J. Q. HOWARD,
U. S. Consul.

Hon. W. H. SEWARD.

[Telegram.]

CHARLESTOWN, MASS., *December 9, 1863.*

(Received at Washington 6:15 p. m.)

U. S. S. *Acacia* sailed at 4 o'clock in search of the *Chesapeake*. Steamer *Ella and Annie* will go in two or three hours; *Ticonderoga* the moment she can be got ready.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

PORTSMOUTH, N. H., *December 9, 1863.*

(Received at Washington 6:35 p. m.)

A telegram from the deputy collector of Portland informs me that the *Chesapeake* has been captured by 17 rebels and was in the port of St. John, and that the *Agawam* was wanted to go in pursuit with the crew and armament of the *Dobbin*. I have replied that there was no objections to the *Agawam's* going, if ready, and that Commander Murray would be in Portland to-night to arrange matters. I am also getting the *Dacotah* ready.

G. F. PEARSON,
Commandant.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

NEW YORK, *December 9, 1863—8 p. m.*

(Received at Washington 9:15 p. m.)

I have sent to Messrs. Cromwell and received their answer as follows:

We find only the steamer *Potomac* can be got ready immediately. We are discharging freight from her to-night and will have her at the navy yard early to-morrow forenoon.

I ask further instructions.

H. PAULDING,
Commandant.

Hon. G. WELLES.

[Telegram.]

NEW YORK, *December 9, 1863.*

SIR: We urgently request pursuit by naval vessels of the propeller *Chesapeake*, seized on her passage from New York for Portland; also that consuls be instructed to demand her possession should she arrive within their districts.

J. D. JONES,
President Atlantic Mutual Insurance.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *December 10, 1863.*Have the *Dacotah* ready and report when she is ready for orders.

GIDEON WELLES,
Secretary of the Navy.

Commodore GEO. F. PEARSON,
Commandant Navy Yard, Portsmouth, N. H.

[Telegram.]

PORTSMOUTH [N. H.], *December 10, 1863.*

(Received at Washington 9:30 a. m.)

Your telegram relative to *Dacotah* received. She will be cleaned with great dispatch and no repairs not done while cleaning put on her. Her officers and men will be retained here.

G. F. PEARSON,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *December 10, 1863.*

As several armed vessels are already off, and Mr. Cromwell was mistaken in his telegram to the Department, you need not take the *Potomac*.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant of Navy Yard, New York.

[Telegram.]

CHARLESTOWN [MASS.], *December 10, 1863—1:40 p. m.*

(Received at Washington 2:20 p. m.)

At request of U. S. Marshal Keyes and the collector of Portland, I have armed, manned, and dispatched the prize *Ella and Annie* in pursuit of the *Chesapeake*. The prize steamer *Cornubia* has also been offered, and unless otherwise directed by the Department will be prepared upon arrival at this yard.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

ST. JOHN, NEW BRUNSWICK, *December 10, 1863.*

(Received at Washington 6 p. m.)

Steamer *Chesapeake* is at Pubnico Harbor, near Cape Sable, Nova Scotia. Have telegraphed to collectors at Boston, Portland, Eastport. Steamer did not coal at St. John or in Bay of Fundy. Have sent details.

J. Q. HOWARD,
U. S. Consul.

Hon. W. H. SEWARD.

[Endorsement.]

The Navy Department has sent to all the northern yards and to the frigate *Niagara*, and they will be off to-night.

FOX.

[Telegram.]

NAVY DEPARTMENT, *December 10, 1863.*

The *Chesapeake* is at Pubnico Harbor, near Cape Sable. Send out any steamer first ready to search the coasts in that neighborhood, and if she is found in port to call upon the colonial authorities to seize her for piracy. Answer.

GIDEON WELLES,
Secretary.

Commodore MONTGOMERY,
Boston Navy Yard.

[Telegram.]

NAVY DEPARTMENT, *December 10, 1863.*

The captured steamer *Chesapeake* is at Pubnico Harbor, near Cape Sable. Proceed there with the utmost dispatch and search the whole coast, and if found in port call upon the British authorities to seize her. Answer.

GIDEON WELLES,
Secretary.

Commodore CRAVEN,
Commanding U. S. S. Niagara, Gloucester, Mass.

[Telegram.]

NEW YORK, *December 10, 1863.*

(Received at Washington 5:10 p. m.)

The *Vicksburg*, *Sebago*, and *Grand Gulf* have sailed in search of the *Chesapeake*. Copy of orders to-morrow.

H. PAULDING,
Commandant.

Hon. G. WELLES,
Secretary of Navy.

[Telegram.]

PORTSMOUTH [N. H.], *December 10, 1863.*

(Received at Washington 9:30 p. m.)

After my telegram of yesterday left I learned that the *Agawam* had left Portland in pursuit of the *Chesapeake*, and therefore did not send Commander Murray, and shall not send the *Dacotah* without your orders.

G. F. PEARSON,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *December 10, 1863.*

The *Chesapeake* is at Pubnico Harbor, near Cape Sable. Send out the *Dacotah* under Commander Murray (if Commander Clary is not there), with orders to search the coasts in that vicinity, and if found in port call upon the colonial authorities to seize her for piracy. Answer.

GIDEON WELLES,
Secretary.

Commodore PEARSON,
Navy Yard, Portsmouth, N. H.

[Telegram.]

NAVY DEPARTMENT, *December 10, 1863.*

The *Chesapeake* is at Pubnico Harbor, near Cape Sable. Several vessels have been dispatched to that point. If any of yours have not yet sailed, hold them ready until further orders.

GIDEON WELLES,
Secretary.

Rear-Admiral PAULDING,
New York Navy Yard.

[Telegram.]

NEW YORK, *December 11, 1863.*

(Received at Washington 8:45 a. m.)

Dispatch received. Our three gunboats sailed yesterday.

H. PAULDING,
Commandant.

Hon. G. WELLES.

[Telegram.]

BROOKLYN, *December 11, 1863.*
(Received at Washington 10:20 a. m.)

Since receiving telegram this morning *Sebago* put back. She is now ready. I have just received information differing from that of the Department. Dispatch is necessary. I am not allowed to communicate further, but ask for discretion.

H. PAULDING,
[*Commandant.*]

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *December 11, 1863.*
Dispatch received. Act according to your own judgment.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant of Navy Yard, New York.

[Telegram.]

BROOKLYN, *December 11, 1863.*
(Received at Washington 12 m.)

Vicksburg stopped at buoys in lower bay to adjust compass. I will detain her. Is it desirable to charter a steamer and have her ready? *Dinsmore* ready to sail for Key West to-morrow.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *December 11, 1863.*

It is not desirable to charter a steamer. Send out any steamer ready, if you have any information as to the *Chesapeake*. The latest of the Department is that she was at Cape Sable, and several steamers from Boston have gone there.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant of Navy Yard, New York.

[Telegram.]

NAVY YARD, NEW YORK, *December 11, 1863.*

SIR: After examining charts, I deem the information given this morning incorrect. The water is shoal in the locality, on Shunacade [Shubenacadie] River, 50 miles to the north of Halifax, at London-

derry [Nova Scotia], and probably freezes at this season of the year. I was under an injunction of secrecy, and am now permitted to communicate thus much.

The consul at Halifax might investigate.

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

H. PAULDING,
Commandant.

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

[Telegram.]

CHARLESTOWN, MASS., *December 11, 1863—11:25 a. m.*

(Received at Washington 12 m.)

The *Ticonderoga* sailed in pursuit of the *Chesapeake* at 10 o'clock. Commander of the *Acacia* telegraphed that his vessel is alongside the wharf at Portland, Me., in a sinking condition; he gives no particulars. I have telegraphed to use all appliances to save the vessel. I shall send the naval constructor by the first train for his assistance, and shall telegraph the Department any further information I may obtain.

J. B. MONTGOMERY,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

PORTSMOUTH, N. H., *December 11, 1863—2 p. m.*

(Received at Washington 2:10 p. m.)

Commander Clary is here, and the *Dacotah* will be dispatched as soon as possible to search the coast near Cape Sable.

G. F. PEARSON,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

PORTLAND, ME., *December 11, 1863—3:15 p. m.*

(Received 3:30 p. m.)

The following telegram just received from Halifax [Nova Scotia]:

Steamer in Shelburne answering description *Chesapeake* attempted to get coal here last night. Government applied to. No encouragement given. Want evidence of murder committed. Make affidavit charge to-day. Crown officer deliberating upon it.

N. GUNNISON,
Vice-Consul.

Will Lord Lyons send instructions?

I. WASHBURN, Jr.,
Collector.

Hon. WM. H. SEWARD,
Secretary of State.

[Telegram.]

CHARLESTOWN [MASS.], *December 11, 1863.*

(Received at Washington 4 p. m.)

Commander of *Acacia* telegraphs:

Through the help of the fire department the *Acacia* is now alongside a wharf, where she can not sink.

The damage in her I can not yet ascertain.

J. B. MONTGOMERY,
[*Commandant.*]

Hon. GIDEON WELLES.

Report of Commander Rhind, U. S. Navy, commanding U. S. S. *Agawam*, stating reasons for his failure to proceed with that vessel in search of the steamer *Chesapeake*.

PORTSMOUTH, N. H., *December 11, 1863.*

SIR: A severe illness obliged me to return home from Portland after an unsuccessful attempt on 28th ultimo to get the vessel to the navy yard at this place. On Wednesday, 9th instant, on receipt of the intelligence of the capture of the steamer *Chesapeake*, I telegraphed to First Assistant Engineer Barry, in charge of the *Agawam*, to know if she were ready. Yesterday morning I received his reply as follows:

Work is not quite done, but ship is fit to go to sea.

Having reported my return home and the cause of it to Rear-Admiral Gregory, I notified him of my intention to proceed at once to Portland, though not yet entirely well, as I anticipated orders from the Department. Admiral Gregory informed me that the collector of Portland had asked permission to take the vessel, and he thought she had gone to sea. On my arrival here this morning I learned that the *Agawam* had sailed.

I shall report to Captain Pearson, commandant of the navy yard, and await here the return of the vessel and the orders of the Department, proceeding to Portland to-morrow to ascertain the movements of the vessel.

Very respectfully, your obedient servant,

A. C. RHIND,
Commander.

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

[Telegram.]

GLOUCESTER, MASS., *December 11, 1863.*

(Received at Washington 2 p. m.)

Your telegram is just received. I shall sail immediately.

THOS. T. CRAVEN,
Commodore.

GIDEON WELLES, *Secretary Navy.*

Report of Commodore Craven, U. S. Navy, commanding U. S. S. *Niagara*, of delay in receipt of Department's orders.

U. S. S. NIAGARA,

At Sea, Lat. 42° 34' N., Long. 70° 30' W., December 11, 1863.

SIR: It seems proper that I should inform you that your telegram of yesterday's date was not delivered to me until after 10 o'clock this

morning, and that almost immediately after it was brought on board, and before I had commenced reading it, almost every officer of the ship was made cognizant of its purport by the officer who had it in charge, Acting Master's Mate Samuel Jessurun.

Upon sending my clerk to the telegraphic office to acknowledge the receipt of your order he was told by the operator that your telegram was received on yesterday. At the same time he was given to understand that the intended departure and destination of this ship had been made public at least eighteen hours before sending the dispatch to me.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, Commanding U. S. S. *Niagara*.

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

—
[Telegram.]

PORTSMOUTH, *December 12, 1863.*
(Received at Washington 8:30 p. m.)

The *Dacotah* will leave in pursuit of the *Chesapeake* the moment the pilot can take her out. Easterly weather, with snow and rain.

G. F. PEARSON,
[Commandant.]

GIDEON WELLES.

—
[Telegram.]

PORTSMOUTH, *December 14, 1863—9.30 a. m.*
(Received at Washington 12:15 p. m.)

The *Dacotah* left at 9:30 Sunday morning.

G. F. PEARSON,
[Commandant.]

Hon. GIDEON WELLES.

Report of the commandant navy yard, Portsmouth, N. H., of the sailing of the U. S. S. *Dacotah*, Commander Clary, U. S. Navy, commanding, in search of the steamer *Chesapeake*.

NAVY YARD, PORTSMOUTH, N. H., *December 14, 1863.*

SIR: I have the honor to report that the *Dacotah* left yesterday morning at 9:30 in pursuit of the *Chesapeake*, with orders to search the coasts in the vicinity of Cape Sable, and should she find the *Chesapeake* in an English port to demand her of the authorities as an American vessel captured by pirates or other evil-disposed persons. Should she be captured, Commander Clary was to convey her to the most convenient port, and in the event of her having gone South he was to return here. I furnished the *Dacotah* with some 20 men from the receiving ship here, including the firemen and coal heavers intended for the *Agawam*, in order to make up as well as I could for the deficiency of her crew, and as the services of her chief engineer could not be safely dispensed with, in the opinion of Commander Clary and myself, I retained his detachment and orders until his return here;

all of which I trust will meet the approbation of the Department. Immediately on the reception of a telegram from the deputy collector of Portland relative to the capture of the *Chesapeake*, I commenced restowing her; she of course was not cleaned, and therefore on her return here will need breaking out again and cleaning.

I have the honor to be, your obedient servant,

G. F. PEARSON,
Commandant.

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

[Telegram.]

HALIFAX, *December 14, 1863.*
(Received 12:25 p. m. December 15.)

John O. Braine, arrested by vice-consul of Liverpool, showed commission from Jeff Davis letter of marque, and instructions to take the steamer. Citizens interfered, and Braine is now on his way to Halifax. Some goods landed at Shelburne put on board steamer *Chesapeake* near Margarets Bay. Taking measures to have Braine arrested upon arrival.

N. GUNNISON,
Vice-Consul.

Hon. WM. H. SEWARD,
Secretary of State.

[Telegram.]

CHARLESTOWN [MASS.], *December 15, 1863.*
(Received at Washington 12:40 p. m.)

The prize steamer *Cornubia* has been in readiness for three days to go in pursuit of *Chesapeake*; detained by thick weather. Is it desirable to send her at so late an hour, or shall she be kept in readiness?

J. B. MONTGOMERY,
[*Commandant.*]

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *December 15, 1863.*

Send the *Cornubia* early as possible. The *Chesapeake* was off Margarets Bay yesterday.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant of Navy Yard, Boston, Mass.

[Telegram.]

SHELburne, NOVA SCOTIA, *December 15, 1863.*
(Received 3 p. m.)

A suspicious steamer anchored 2 miles from town on morning of 11th. Reported at customs [as] steamer *Jane*, of Wilmington, N. C., bound

Bermuda via Halifax, with assorted cargo, George Parker. Immediately telegraphed consul [at] Halifax. No name on her, nor could obtain further particulars, although I enquired of the natives. Vernon Locke, late of *Retribution*, who is a native of Nova Scotia, is, I believe, in charge. Understand obtained a few tons coal. Morning of 12th disappeared from harbor. Had not particulars of *Chesapeake* before she left. I have no doubt of her identity, although disguised. Last evening reported still on this coast eastward, discharging cargo into small vessels.

CORNELIUS WHITE,
— *U. S. Consular Agent.*

Hon. WM. H. SEWARD,
Secretary of State.

[Telegram.]

CHARLESTOWN, MASS., *December 16, 1863.*

(Received at Washington 10:20 a. m.)

The steamer *Cornubia* has sailed in search of the *Chesapeake*.

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

BOSTON, *December 17, 1863.*

(Received at Washington 10:30 p. m.)

I captured the *Chesapeake* in Sambro this morning. All but three of her crew escaped. Put prize crew on board. Fell in with the *Dacotah*, whose captain ordered me here. Any orders? Please telegraph.

J. F. NICKELS,
U. S. S. Ella and Annie.

The above just received, 6:15 p. m.

S. H. STRINGHAM.

GIDEON WELLES,
Washington.

[Telegram.]

NEW YORK, *December 17, 1863.*

(Received at Washington 5:15 p. m.)

SIR: The following message was sent at 12 o'clock noon to-day from Sambro, Nova Scotia, to commander of navy yard, Portsmouth:

The steamer *Ella and Annie*, Acting [Volunteer] Lieutenant J. F. Nickels, captured the *Chesapeake* here this morning, securing three of her crew.

I have advised his proceeding to Halifax at once, that the authorities may sanction the seizure.

A. G. CLARY.

Please inform me if you wish the line kept open after 8 o'clock, the usual hour for closing.

Respectfully,

E. S. SANFORD,
President American Telegraph Company.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HALIFAX, NOVA SCOTIA, *December 19, 1863.*

(Received at Washington 10:30 p. m.)

Chesapeake transferred to British authorities. Return home at once.A. G. CLARY,
Commander.

Secretary WELLES.

[Telegram.]

CHARLESTOWN, MASS., *December 19, 1863.*

(Received at Washington 10 a. m.)

I received the following telegram last evening from the commander of steamer *Ella and Annie*, Halifax:

I was on my way to Boston when Captain Clary ordered me here. Authorities have decided to take possession of her.

S. H. STRINGHAM,
Commandant.Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *December 20, 1863.*Send all the vessels home and proceed in the *Niagara* to New York.GIDEON WELLES,
Secretary Navy.Commodore T. T. CRAVEN,
Commanding U. S. S. *Niagara*, Halifax, Nova Scotia.Report of Captain Steedman, U. S. Navy, commanding U. S. S. *Ticonderoga*, of the cruise of that vessel in search of the steamer *Chesapeake*.U. S. S. TICONDEROGA,
*Delaware Bay, December 21, 1863.*SIR: I have the honor to report that in obedience to the orders of Commodore Montgomery to proceed with all dispatch to Pubnico Harbor in pursuit of the steamer *Chesapeake*, said to be in that neighborhood, I left Boston at 9 o'clock a. m. on the 11th instant, the weather being favorable. At midnight a snowstorm set in, continuing for some ten hours, which was followed by a dense fog, lasting until midnight of the 14th.

On the afternoon of the 13th instant, while steering southeast by direction of the pilot (and in accordance with the reckoning of the sailing master), for the purpose of taking me off the land, to my surprise the soundings materially decreased, and every indication was shown of a near approach to land. Very soon after the fog for a few minutes rose and it was discovered some 8 miles distant, which, upon examination, proved to be the coast of Nova Scotia, in the vicinity of Yarmouth.

This proof of the sailing master's and pilot's reckoning being so much out of the way, and dreading the influences of the strong currents sweeping into the mouth of the Bay of Fundy, and with nothing but the lead to guide me, made me extremely anxious to get an offing. I therefore kept the ship with her head to the southwest, under steam, and close-reefed fore and main topsails and trysails.

On the evening of the 13th instant a strong southeast blow set in, which gradually veered to the southward and westward, increasing to a strong gale, with as heavy a sea running as I have ever seen. This gale continued for over twenty-four hours, when it gradually hauled to the northward and westward, somewhat moderating, but still strong and with considerable sea running.

On the morning of the 16th instant the weather cleared and the wind began to moderate, and for the first time since leaving Boston succeeded in getting observations and finding the position of the ship.

So much time having now been lost, and being over some 200 miles to the southward, with a strong wind from the northward, I became satisfied that it was useless to proceed to Pubnico in pursuit of the *Chesapeake*, as there was hardly any probability of her remaining there or in that neighborhood for so long a time. I therefore decided upon carrying out the instructions of the Department as contained in my orders of the 7th instant.

With this object in view I stood to the southward, under moderate steam, in order to get into more moderate weather to try the sailing qualities of the vessel, the result of which will form the subject of another report.

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

CHAS. STEEDMAN,
Captain.

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

Report of the commandant navy yard, Boston, Mass., of the arrival of the U. S. S. *Malvern* at that station.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, December 22, 1863.

SIR: I have the honor to state that the U. S. S. *Malvern* (late *Ella and Annie*) arrived at this yard this day at 9 o'clock a. m.

I am, respectfully, your obedient servant,

ALFRED TAYLOR,
For Commandant.

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

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. S. *Ella and Annie*, of the seizure by that vessel of the steamer *Chesapeake*, in Sambro Harbor, Nova Scotia.

U. S. S. *ELLA AND ANNIE*,
Boston, December 22, 1863.

SIR: In accordance with Commodore Montgomery's orders of the 9th instant to proceed to sea and cruise in search of the pirate *Chesapeake*, we got underway at 1:40 p. m. on the 10th instant and pro-

ceeded to sea; arrived at Eastport, Me., on the 12th instant at 9 a. m. (having encountered head winds and thick weather), and left on the same day at 10 a. m., with news that the *Chesapeake* was in Margarets Bay, Nova Scotia. Arrived off Cross Island (entrance to Margarets Bay) at 6 p. m. on the 13th, the weather being so thick we could not enter. We attempted to lay in sight of the light, but thick weather coming on, and a heavy blow from the southward, we could not make the land until 2 p. m. on the 15th, and to the eastward of our port. Finding it impossible to get into Margarets Bay, and the ship being so light that we could do but little in the gale that was blowing, our coal being nearly exhausted, we ran into Halifax and alongside the coal wharf at 5:30 p. m. and left at 11 p. m. (having taken in 136 tons of coal) for Le Have, where the *Chesapeake* was then reported to be. All this night a heavy gale was blowing from the westward; difficult to get to the windward, but arrived at Le Have on the 16th instant at 3 p. m., and found the pirate had left that place the night before and from the mouth of the river that morning. We then got news that she was in Lunenburg, 25 miles distant, and immediately started for that port, where we arrived at 6:30 p. m. Telegraphed at once to Halifax for news of her whereabouts, which we received, stating that the *Chesapeake* entered Mud Cove, Sambro Harbor, that evening. I immediately got underway and ran down to the mouth of the harbor, where we remained, being unable to find a pilot to take us into the harbor before daylight, when we steamed in under full steam, hoping to catch the pirates asleep. At 7:20 a. m. made her out with a schooner alongside coaling her. We immediately cleared for action, putting all the guns on the starboard side, the side we wished to board from, as we had heard she mounted two guns. At 7:50 a. m. laid our ship alongside, striking her, but not heavily, on the port bow; boarded her but found that all the pirates had escaped except two, which had been shipped in the provinces. We immediately commenced coaling her from this ship, also putting stores and a prize crew on board.

We then sent an armed boat's crew on board the schooner which had been coaling the *Chesapeake* preparatory to leaving, and found several trunks and packages which the captain of the schooner acknowledged to have been taken out of the *Chesapeake*, and also one of the original 17 men who captured the steamer off Cape Cod, and whom we found secreted in the cabin under buffaloes. We took the packages and trunks on board the *Chesapeake*, transferring the pirate, together with the other two found on board the pirate, to the *Billa and Annie* and placed [them] in double irons. I neglected to say that when near the prize the American ensign was hoisted, union down, by the engineer and five of the original crew (held as prisoners by the pirate) soon after the pirates had left her in boats.

At 1 p. m. finished coaling ship, and put Acting Master William M'Gloin in charge of the prize, with written orders to proceed to Boston and report to the commandant of the navy yard.

Immediately got underway with prize alongside and steamed out of the cove. At the mouth of Sambro Harbor fell in with the U. S. sloop of war *Dacotah*, Captain Clary, who hailed us and asked us if that was the *Chesapeake*. I replied in the affirmative. He then asked, "Where do you proceed with your prize?" I replied, "To Boston." He then asked, "Did you catch the pirates?" I replied I had but three. He then told me to repair on board. I went on board, where he ordered me to proceed to Halifax with the prize for adjudication, at which place we arrived and dropped anchor at 3:45 p. m. I immediately telegraphed to Commodore Montgomery of my arrival and my capture.

The matter now remained in Captain Olary's hands, who, on the morning of the 19th instant, ordered me to transfer the prisoners to the custody of the British officers and turn the prize over to the British authorities. Accordingly, at 1 p. m., I sent Ensign Coghlan with the three prisoners to Queen's wharf, and there delivered them to the British authorities appointed to receive them. At 2 p. m. transferred the prize to the British authorities, Captain O'Brien, of the revenue service, taking charge of her. At 4 p. m. the *Dacotah* made signals for us to sail. I immediately visited the general commanding that post, and made an apology for not calling on my first entrance into that port, and sailed at 6:30 p. m. for Boston, where we arrived this day.

Before closing, I would call your attention to the noble conduct of all my officers, all of whom volunteered for this service, some of whom had just returned from a two years' cruise and had not at this time seen their families or had leave of absence, being attached to the *Santiago de Cuba*; the others attached to the vessels now refitting in Boston, and enjoying a few days in port. All were ready for any duty or emergency and seconded me in anything I proposed, and underwent the hardships of a cold and stormy cruise cheerfully. Enclosed please find a list of the officers, showing the duty they were upon when ordered to this ship.

Very respectfully, your obedient servant,

J. F. NICKELS,

Acting Volunteer Lieutenant, U. S. Navy.

Admiral S. H. STRINGHAM,

Commandant Navy Yard, Charlestown [Mass.].

Letter from the commandant navy yard, Portsmouth, N. H., to the Secretary of the Navy, transmitting report of Commander Olary, U. S. Navy, commanding U. S. S. *Dacotah*, with correspondence relating to the case of the steamer *Chesapeake*.

NAVY YARD, PORTSMOUTH, N. H.,

December 23, 1863.

SIR: I have the honor to forward herewith Commander Olary's report to me relative to the late cruise of the *Dacotah* in pursuit of the *Chesapeake*, and accompanied by his correspondence with the British authorities.

I am, most respectfully, your obedient servant,

G. F. PEARSON,

Commandant.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The *Niagara*, Captain Craven, was to leave Halifax [Nova Scotia], the 21st instant for New York.

G. F. PEARSON.

[Enclosure.]

U. S. GUNBOAT DACOTAH,

Halifax, Nova Scotia, December 18, 1863.

SIR: In obedience to your orders of the 11th instant, used all possible dispatch and got to sea the 12th instant, steaming eastward in pursuit of the pirate *Chesapeake*, meeting heavy, stormy weather the first two days, retarding us very much. On the 14th instant spoke the American ship *Argo*, from St. John, New Brunswick, they reporting

the *Chesapeake* left St. John the 9th instant, going east. This, and the telegraphs prior to our sailing, induced me to push on for Shelburne, Nova Scotia. Reached there on the 15th to learn that the *Chesapeake* (now named the *Jane*, of Wilmington [N. C.],) had discharged a schooner load of her cargo and sold it to parties on shore there and left on the 12th instant. At this place I telegraphed to Yarmouth [Nova Scotia], Liverpool [Nova Scotia], and Halifax, and it was not till the following morning at 11 I received their answers, to this effect: That the *Chesapeake* was in Le Have (or was on the 15th), some 60 miles to the eastward. Steamed up for this port, reaching there about 5 p. m. (the 16th). Here again she had only left that morning early, but by enquiring at the outer light-house, ascertained she was still going east. I could do nothing that night, nor could the chase, as she had no fuel. The following morning at daylight (17th) got underway, going east, looking into all the bays and inlets. At 10 made out two steamers in the harbor of Sambro [Nova Scotia], steamed in to find the *Chesapeake* in possession of the U. S. S. *Ella and Annie*, Acting Lieutenant J. F. Nickels. In an interview with this officer advised him to proceed at once to Halifax, that steps might be taken to legalize the capture.

Arrived at Halifax in company with the *Ella and Annie* and prize steamer *Chesapeake* at 4 p. m. 17th instant, immediately communicating with the U. S. consul and the provincial authorities, forwarding them Acting Lieutenant Nickels's report of the capture of the *Chesapeake*, telegraphing to you, sir, the result of our cruise.

This morning (December 18) received a telegram from the honorable Secretary of the Navy (dated the 17th) to the effect to transfer the *Chesapeake* over to the provincial authorities here. The U. S. consul has now called upon the authorities to arrest the pirate crew.

Here I wish to state that immediately upon our anchoring (late p. m.) the first lieutenant of this ship was directed to call upon the American consul and accompany him to visit his honor the provincial secretary for the provinces, etc., but the consul being occupied by our several arrivals, some considerable delay occurred before the official visit was made, though was not aware of it till receiving the accompanying communication (marked A). The reply, you will perceive, contains also the statement of the capture of the *Chesapeake* by Acting Lieutenant J. F. Nickels, made in the presence of the U. S. consul and myself, and signed by me.

Consistent with the correspondence with his honor the provincial secretary of the British Government (and marked B), I directed the transfer of the steamboat *Chesapeake* and prisoners to the colonial authorities the 19th instant. I regret to add that during this rendition of the prisoners one was suffered to escape after being landed from the boat. This I have upon the testimony of Surgeon Bloodgood, of this ship. The man, Locke or Parkor (his true name, and recognized by our pilot as Vernon Locke, and has or had property in Beverly, Mass.).

No further correspondence ensued (conducted by the vice-consul and consul for the United States). Took my leave of his honor the provincial secretary, and left the port of Halifax this day (19th) for Portsmouth, N. H., touching at Shelburne to land the pilot.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Commodore GEO. F. PEARSON,
U. S. Navy Yard, Portsmouth, N. H.

A.

PROVINCIAL SECRETARY'S OFFICE,
Halifax, Nova Scotia, December 17, 1863.

SIR: Three war steamers bearing the flag of the United States having arrived here, and no officer belonging to either of them having reported himself to the administrator of the government or the officer in command of the troops in the garrison, I have it in command from his honor the administrator of the government to enquire the names of the ships under your command, the object of your visit to this port, and the circumstances under which the steamship *Chesapeake* has been this day taken out of the harbor of Sambro, a Nova Scotian port, and brought into this harbor by men-of-war belonging to the Navy of the United States. -

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

CHARLES TUPPER,
Provincial Secretary.

To the OFFICER IN COMMAND OF THE UNITED STATES SHIPS OF
WAR AT THE PORT OF HALIFAX, ~~NOVA SCOTIA.~~

A.

U. S. GUNBOAT DACOTAH,
Halifax, Nova Scotia, December 17, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of this date, and in reply beg to state that I had no intention of not conforming to all the proprieties and usages required in British ports, and have taken the opportunity of personally stating this to his honor the administrator of the government in an interview held with him this evening.

As for the reasons demanded in your note of our entering the harbor of Halifax, [I] answer, for the purpose of delivering the steamboat *Chesapeake* into the hands of the British authorities if they should feel disposed to receive her, or to take her to the United States and deliver her to the United States or to the owners upon the faith (if any difficulty should arise) to make restitution to the British authorities.

With reference to the circumstances under which the steamboat *Chesapeake* was taken out of the harbor of Sambro, [they] are simply these: At 7 o'clock this morning a flag of distress of the United States was seen flying by the crew of the U. S. gunboat *Ella and Annie*, under the command of Acting Lieutenant J. F. Nickels, the *Ella and Annie* steaming into Sambro in order to grant relief to such signal from a vessel purporting to belong to the United States. When Acting Lieutenant Nickels reached the distressed [vessel] he found her to be the steamboat *Chesapeake*, in possession and control of five of her original crew, by whom he was informed that the pirates had abandoned her and that the *Chesapeake* was without fuel. Under the circumstances of the case I thought it prudent to put into the port of Halifax for the purpose of putting myself in communication with the British authorities and the U. S. Government.

I have, in conclusion, to state the names of the ships of war under my control: The U. S. S. *Dacotah* and U. S. S. *Ella and Annie*.

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

A. G. OLARY,
Commander, U. S. Navy.

Hon. CHAS. TUPPER,
Provincial Secretary, Halifax, Nova Scotia.

B.

PROVINCIAL SECRETARY'S OFFICE,
Halifax, Nova Scotia, December 18, 1863.

SIR: I am commanded by his honor the administrator of the government to acknowledge the receipt of your letter of yesterday, explaining the object of your visit to be "for the purpose of delivering the steamboat *Chesapeake* into the hands of the British authorities or to take her to the United States and deliver her to the U. S. Government or to the owners, upon the faith (if any difficulty should arise) to make restitution to the British authorities," and in reply, I have it in command to inform you that his honor is prepared to take legal charge of the steamboat *Chesapeake*, but can not consent to her removal from this port until further investigation by properly constituted authorities.

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

CHARLES TUPPER,
Provincial Secretary.

A. G. OLARY, Esq.,
Commander, U. S. Navy.

—

B.

PROVINCIAL SECRETARY'S OFFICE,
Halifax, December 18, 1863.

SIR: I have it in command from his honor the administrator of the government to inform you that, information having been given that prisoners have been made of individuals in the harbor of Sambro, a Nova Scotia port, by men-of-war under your command, his honor can not permit any vessel in the service of the U. S. Government to leave this port until due investigation has been made into the allegation of this violation of international law.

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

CHARLES TUPPER,
Provincial Secretary.

A. G. OLARY, Esq.,
Commander, U. S. Navy.

—

B.

U. S. GUNBOAT DACOTAII,
Halifax, Nova Scotia, December 18, 1863.

SIR: I beg to acknowledge the receipt of your communication of this day, and in reply have to state that I shall immediately hand over the steamer *Chesapeake* to the authorities directed by his honor the administrator of the government to receive her so soon as I have signified to me the authorities appointed to receive her and the time and place, together with one of the pirates named, George Wade, who was concerned in the illegal seizure (and who was taken out of a schooner which was attempting to coal the *Chesapeake* and was found wrapped up in a buffalo robe) of the steamer *Chesapeake* from two citizens of the United States, on the 7th instant, and who has been identified as a pirate by the witnesses who arrived here in the U. S. gunboat *Acacia* from the United States this morning, also two men found on board the steamer *Chesapeake* when she was delivered to the officer in command

of the *Ella and Annie*, and who were identified by the party who delivered the steamer to the said officer as being in the employ of the pirates.

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

A. G. CLARY,
Commander, *U. S. Navy.*

Hon. CHAS. TUPPER,
Provincial Secretary, Halifax, Nova Scotia.

—
B.

U. S. GUNBOAT DACOTA,
Halifax, Nova Scotia, December 18, 1863.

SIR: Upon closing my reply to your first communication of this day by command of his honor the administrator of the government, I therein proposed the immediate delivery of the steamboat *Chesapeake*, and also the rendition to the proper authorities of certain persons who had been taken under circumstances mentioned.

Your second communication by command of his honor the administrator of the government I beg to acknowledge, in which you state "that information having been given that prisoners have been made of individuals in the harbor of Sambro, Nova Scotia, by men-of-war under your command, his honor can not permit any vessel in the service of the U. S. Government to leave this port until due investigation has been made into the allegation of this violation of international law."

I beg to refer you to my first communication of to-day.

I shall be glad to learn, after the explanation given and the offered rendition of persons termed prisoners in your note, whether it is consistent with the friendly relations existing between the British and U. S. Governments that the ships of-war of the United States having come into the port of a neutral power for a purpose previously explained, and now offering to render up to the proper authorities persons termed prisoners, should be detained if the officers thereof should wish to depart to report themselves to their own Government.

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

A. G. CLARY,
Commander, *U. S. Navy.*

Hon. CHAS. TUPPER,
Provincial Secretary, Halifax, Nova Scotia.

—
B.

PROVINCIAL SECRETARY'S OFFICE,
Halifax, Nova Scotia, December 18, 1863.

SIR: In reply to your letters of this date, I have it in command from his honor the administrator of the government to inform you that J. J. Lawyer, esq., high sheriff of the county of Halifax, has been commissioned to receive at the Queen's wharf, at 1 o'clock p. m. to-morrow, George Wade and the two other men referred to in your first letter of to-day, with any other persons, if such there be now in your custody, who may have been taken within British jurisdiction, when the individuals so surrendered will be amenable to the action of any person desirous to proceed legally against them.

I have it also in command to inform you that Captain O'Brien, of the revenue schooner *Daring*, has been duly authorized to receive possession of the steamboat *Chesapeake* at the place where she is now at anchor, at 2 o'clock p. m. to-morrow, to be adjudicated upon by proper authority.

I am at the same time commanded to inform you that his honor Major-General Doyle, the administrator of the government, is most anxious to preserve to the utmost of his power the friendly relations existing between the United States and Great Britain, but he can not but feel that a grave infraction of international law has been committed by the men-of-war now in this harbor bearing the flag of the United States. Irrespective altogether of the taking of the *Chesapeake* in the harbor of Sambro, a forcible entry has been made on board a British schooner belonging to this port, and a man therein made prisoner and retained in your custody, together with two other men, citizens of this place, who were found on board the *Chesapeake*, and this without any report of such grave transactions having been made either in your personal interview with or your first official report in writing to his honor professing to explain the object and circumstances of your visit to this port, nor until after a notification had been forwarded to you by his honor's command that information to that effect had been given to this Government. It is unnecessary to state that the second letter addressed to you to-day was written and forwarded before the receipt of any intimation from you that you had in your custody or intended to surrender any prisoners.

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

CHARLES TUPPER,
Provincial Secretary.

[A. G. CLARY,
Commander, U. S. Navy.]

—
B.

U. S. GUNBOAT DACOTA,
Halifax, Nova Scotia, December 19, 1863.

SIR: I beg leave to acknowledge the receipt of your communication of the 18th instant, and hasten to answer so much of it as relates to the "forcible entry on board a British schooner, in a British port, and a man therein made prisoner," etc., by informing his honor the administrator of the government that my first communication alluded to in your note was written and enclosed before yours was received. Also that at the time of my personal interview with his honor the administrator the facts connected with the schooner were unknown to me, also to the vice-consul for the United States.

I beg to enclose you a copy of a correspondence between Lord Lyons and the Secretary of State, William H. Seward, and of which I presume his honor the administrator of the government is already fully apprised, and by me received this day, which perhaps may alter the determination of his honor the administrator of the government respecting the steamboat *Chesapeake*.

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

A. G. CLARY,
Commander, U. S. Navy.

HON. CHAS. TUPPER,
Provincial Secretary, Halifax, Nova Scotia.

HALIFAX, *December 19, 1863.*

SIR: I am charged by Major-General Doyle, the administrator of the government, to acknowledge the receipt of your letter of to-day, together with copy of correspondence between Lord Lyons and the honorable W. H. Seward, Secretary of State in the United States, and I am directed by his honor the administrator to say in reply that he is glad to be informed that your first communication of yesterday was written and enclosed before the receipt by you of my second letter of yesterday, and I am further commanded to inform you that his honor does not see any cause to alter his determination communicated to you last evening respecting the disposal of the *Chesapeake* and the prisoners now in your keeping.

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

CHARLES TUPPER.

Commander CLARY,
Of United States Gunboat.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. *Niagara*, of the arrival of that vessel at New York from cruise in search of the steamer *Chesapeake*.

U. S. S. NIAGARA,
New York, December 23, 1863.

SIR: I have the honor to report the arrival of the *Niagara* at New York, seventy-four hours from Halifax, Nova Scotia.

In pursuance to your telegraphic order of the 10th instant, received at Gloucester, Mass., after 11 o'clock on the morning of the 11th instant, the ship was unmoored, our accounts closed, a pilot obtained, and at 1 p. m. we sailed in search of the *Chesapeake*.

Owing to easterly winds, a head sea, and heavy fogs we were unable to reach Pubnico before the afternoon of the 13th, thereafter communicating with the shore, and learning nothing of the whereabouts of the object of our visit, we were detained riding out a gale on a lee shore until the morning of the 17th instant. On that morning the gale abated, and communicating again with the shore learned that a steamer answering the description of the *Chesapeake* had passed by Yarmouth on the 12th instant, steering to the southward, and that on the same day she had entered the harbor of Shelburne, shipped four men, got on board 4 chaldrons of coals, and sailed the same day, steaming to the eastward. We also learned by a telegraphic dispatch that she was on the 17th instant at Le Have, blockaded by one of the gunboats.

I immediately got underway, and at 5:15 a. m. of the 18th instant, in a blinding snowstorm, found my way in and anchored at the mouth of Le Have River. Sent Acting Master F. M. Green to the light-house on Ironbound Island, where he was informed by the light keeper that the *Chesapeake* had left the river on the morning of the 16th instant, followed the next day by a gunboat, both steering to the eastward.

Not feeling satisfied as to the truthfulness of this information I delayed moving, intending to send boats in search of her up the river, but a gale coming on from the southeast I was compelled to let go a second anchor and start the engines to prevent being blown ashore. On the following morning during a lull sent Mr. Green again to the light-house, and finding that other parties corroborated the information of the previous day we hove up the anchors (finding one of them minus a stock) and started for Halifax, where we arrived at 1 p. m. on Saturday,

the 19th instant, and were pleased to find the object of our search, in company with the U. S. sloop *Dacotah*, the gunboats *Acacia* and *Cornubia*, and the steamer *Ella and Annie*.

Being severely fatigued and unwell, I sent an officer to call upon the mayor of the city to state the object of our visit and to apologize for my not calling in person.

In the meantime Captain Olary, of the *Dacotah*, called on board and informed me that the *Chesapeake* had been recaptured by the steamer *Ella and Annie* on the morning of the 18th instant in Sambro Harbor, that she had been turned over to the authorities on shore, and that everything was in a fair way of being satisfactorily adjusted. By the same officer whom I sent to call upon the mayor I sent to the U. S. consul informing him of my arrival and tendering him the use of a boat to visit the ship, but that gentleman found himself too much overwhelmed in a diplomatic controversy with the mayor to leave his office, and wrote a note requesting my immediate presence at the consulate. Waiving all etiquette, and suffering for the want of rest, I visited the consulate, only to learn that there was some little hesitancy on the part of the authorities to arrest one Wade, who had been forcibly rescued from the hands of our officers as they were about turning him over to officers appointed by the mayor to receive the few prisoners who were taken with the *Chesapeake*. Fortunately, while at the consulate Major-General C. Hastings Doyle, the provincial governor, drove up to the door. I was introduced to him, and am happy to state that before I took leave of him he had promised to order the arrest of the entire piratical crew. After an exchange of salutes and a night's rest in the quiet harbor of Halifax, at sunrise of the 20th instant we sailed for this harbor.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,

Commodore, Commanding U. S. S. *Niagara*.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Testimony of Captain Willett, commander of the steamer *Chesapeake*, before the police magistrate, St. John, New Brunswick, in the examination of persons accused of seizing that vessel.

Captain Isaac Willett, sworn:

Am a citizen of the United States; live in Brooklyn; a seaman for thirty years. Know the *Chesapeake*, owned by H. B. Cromwell, also a citizen of the United States. Was master of her in December, and had been for seventeen months. She was rebuilt in New York about three years ago. Previous to that she was called the *Totten*.

(Mr. Wetmore asked where she was registered. Both Messrs. Gray and Weldon jumped to their feet and objected to the question. The magistrate agreed with them.)-

During these seventeen months the vessel plied between New York and Portland; she had a coasting license.

(Mr. Gray objected to any evidence respecting contents of this license. Objection sustained.)

He had the paper until it was taken away from him on board the ship. On the 4th and 5th of December I had charge of the *Chesapeake*, then lying in North River taking in cargo for Portland. Most of the freight was taken in on the 5th, Saturday. She carried passengers also. I saw these three prisoners on board on the trip in question; saw them first

about supper time, about 6 o'clock in the evening. We left New York on the 5th December. I was in the wheelhouse when the vessel left the wharf. They did not buy tickets; paid their money on board. I identify Collins and recognize the others. I wrote their names on a piece of paper and gave it to the stewardess to arrange rooms for them.

(Wetmore asked the names of the other persons on board. Gray objected. Objection overruled.)

There was a person who called himself John O. Braine; said he was a colonel. Understood there was a person named Brooks. Don't recollect the names of Seeley and Clifford. All the passengers paid their passage except two. We proceed direct to Portland from New York; do not call. The vessel, a propeller, was worth from \$60,000 to \$70,000. There was an assorted cargo—flour, sugar, wine, and such like. Do not recollect the owners. Do not know its value; probably \$80,000 or \$100,000.

There was no disturbance until Monday morning, 8th [7th]. We were then about 20 miles N. N. E. of Cape Cod. Cape Cod is in the United States. About a quarter past 1 in the morning, the first thing I knew, the chief mate, Charles Johnson, came to my room and called me, saying somebody had shot the second engineer, Owen Shaffer. I turned out of my room and went to see how badly he was shot, and had hardly time to get out of my room before I was shot at. I was at the engine room door, on the upper deck, where my room was. I found the body of the second engineer lying on the deck; it's more than I could tell whether he was alive or dead; he appeared to be dead. I was in the act of stooping down to raise him up when I was shot at twice. I then walked forward and was shot at again, I supposed to be from a pistol. Next day I saw two places in the floor where pistol balls had gone through right by where I was. I can't tell who shot at me. I only saw two persons then. I can not identify either of these prisoners as the parties. I saw no marks of violence on the engineer, but I saw marks of blood where his head lay. When I walked forward I was going into the pilot house, when I was collared and a pistol was put to my face by First Lieutenant H. A. Parr, who was in the pilot house. He collared me and said I was his prisoner, in the name of the Southern Confederacy. Parr put the irons on me; two or three others stood beside him; they seemed to be standing there doing nothing. He put handcuffs on each wrist; the irons could be made small or large. They put me into my own room; I could have come out when I pleased; no use for them to lock the door. I don't know what became of the body of the chief mate, except what I heard from the others. I was confined an hour, when Parr and Sailing Master Robinson came to me; they didn't say much, but took me into the cabin; there I saw some of the other passengers who were not concerned in the affair. While I was here the chief mate, Charles Johnson, and chief engineer, James Johnson, were brought in wounded; I had heard reports of firearms. The mate was wounded in the right knee and left arm; the wounds appeared to be made by pistol shots; I saw the leaden ball taken out of the mate's arm; he suffered considerably from the knee; not so much from the arm; Lieutenant Parr took the ball out of the arm. The chief engineer was wounded by a bullet in the hollow of the chin. Parr said he would get the balls out of them if he could, and fix the wounds. The chief mate laid on a lounge until he was put on board the pilot boat. I remained in the aftercabin until 8 next morning. The irons were then taken off, and Robinson went up to my room on deck with me. I was in the room a few minutes and returned to the cabin. When on deck I saw Collins and Seeley there; Seeley was scrubbing

brass on one of the timber heads; the others did not appear to be doing anything in particular. Colonel John O. Braine took my ship's papers from me in the afternoon before I was landed in the pilot boat. Braine seemed to have command of the vessel; she was taken from me by these parties against my will and consent. I saw McKinney on board the vessel; they seemed to be about the vessel, and appeared to be eating the grub up as fast as possible. Don't recollect of seeing McKinney doing anything. The person who was navigating the vessel was named Robert Osburn, a passenger, one of the six who bought tickets in New York. None of the parties named in the indictment had tickets. The first land we made after they took possession was Mount Desert. I asked them where they were going; they said Grand Manan. I asked where they intended to land me; they said St. John. Mount Desert is on the American coast, east of Portland. I would not see it if I were prosecuting a voyage from New York to Portland. After passing Mount Desert we saw land east of that place. We proceeded to Seal Cove Harbor, Grand Manan. The boat was lowered, three or four men went ashore, remained a little while, and came on board again, when the steamer left and came up the bay to St. John. Next I was taken up to my room by Braine and Parr. Parr made a copy of Braine's instructions, and Braine gave it to me. He ordered me to give up the coasting license, the permits for the cargo, and the money I had collected from Braine for his party, in all \$87. He asked for the money he had paid over to me; it was my employer's. I knew it would be worse for me if I did not. I handed it over against my will. Braine had a pistol in his hand at the time. I handed money, ship's papers, and permits to him. The papers were the ship's coasting license from the New York custom-house, under which she was coasting at the time, as required under the American law. After this they took me away from the room and took me aft (Braine and Parr), and ordered me to stay there. We then saw a pilot boat. We were on our way to St. John. The pilot boat ordered us to stop; some one came on board the steamer from her, stayed a few minutes, and returned. Then Captain John Parker came on board and apparently took command. They then took the pilot boat in tow and steamed up to Dipper Harbor. All of the passengers and crew, except two engineers (James Johnson and Auguste Striebeck), and three firemen (Patrick Conner was one), were put on board the pilot boat. The firemen and engineers were kept against their will. Those who went on board the pilot boat were myself, Charles Johnson (chief mate), Daniel Henderson, three boys and four sailors (whose names I do not recollect), the stewardess, and five passengers. One of the passengers belongs some 30 miles back of St. John; the other four belonged to Maine. These five passengers had tickets. Robert Osburn remained on board the *Chesapeake*; he also had a ticket. The steamer towed the boat some 5 or 7 miles, and let go of us; we were put on board the boat about 5 in the evening. That was the last we saw of the steamer. I landed in St. John about 4 on Wednesday morning. I got a boat from a big ship near Partridge Island and came to town with four of my men and two passengers. From the way the parties acted on my steamer I was afraid of my life. Everything was taken against my will. I saw one or two of these prisoners on watch; they were on deck. I supposed they were on watch; they seemed to be acting as other men would who were on watch. Braine's party assisted him in charge of the vessel. As far as I know, these men were assisting him. I did not see them making sail or shoveling coal. I don't recollect of seeing Collins or McKinney doing anything except being on deck.

Cross-examined by Mr. GRAY:

I don't deny there has been war in my country for two or three years between those calling themselves Confederate States and the so-called United States.

(Mr. Wetmore objected to this as an improper way of proving a state of war. The magistrate did not think this evidence could be shut out.)

I can't remember how many States are called the Confederate States—Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi (about one-third of the latter). Abraham Lincoln is President of the United States and Jeff. Davis President of the Confederate States. I never heard of Mr. Benjamin, Confederate Secretary of War. I have heard them say they have a Government. I have read Lincoln's proclamations of war against the South, ordering them to destroy the property of the South, but I do not recollect its contents. I never took notice of it to—

(Here the witness was stopped.)

Parr did put a pistol to my head in the pilot house, and said he took me prisoner in the name of the Southern Confederacy. They put the irons on me rather hard. They did not say anything about taking the vessel in the name of the Confederate States then. After they took the handcuffs off there was always a guard with me when I went about. I did not see any act of violence toward the passengers after the capture of the vessel. The handcuffs were also removed from the officers. I left a copy of the instructions which Braine left with me in New York.

(Mr. Gray asked the captain the substance of these instructions. Mr. Wetmore objected. Mr. Gray argued the point, and then read from manuscript a copy of Captain Parker's order to Braine, which Captain Willett had published in the New York Herald and other papers, and asked the captain if the copy was correct. The witness said it was nearly correct. The name of the sailing master in the copy handed him by Braine was George Robinson, not Tom Sayers; the name of the engineer was not given in it, and the number of the men stated was 11, not 22. In other respects Mr. Gray's copy was correct.)

The Confederates kept of my private property one double-barreled gun, one single-barreled gun, five five-barreled revolvers, and one six-barreled revolver. I did not come out of my room in what they call my "shirt tail." They kept me aft and plundered my room. They took three coats. I missed them when I commenced to pack up. I brought ashore my clock, eight charts, sextant, and three books. The passengers also brought ashore their own things. I did not see Braine give the passengers money to take them back to New York. The crew brought part of their things ashore. They put us into the pilot boat 6 or 7 miles this side of Dipper Harbor. I did not see and do not know that the Confederate flag was raised over the vessel. They fired two shots at me, and I don't know how many more. The first two shots were fired at 12 feet. They must have been bad shots. The *Ohesapeake* had two 6-pounders forward, and of ammunition half a keg of powder; no cutlasses. The Confederates who cut out the *Caleb Cushing* at Portland were sent to Fort Warren; I have heard so. The *Ohesapeake* was engaged in retaking the *Caleb Cushing*. I saw the Confederates who were then taken; they were sent to Fort Preble. I do not know that those Confederates were ever tried as pirates, or in any other way. Only Lieutenant Parr told us that their party was acting for the Confederate States. They all seemed to be working together and were

working under Parr and Braine. I was not at Sambro, and did not see the steamer after I got into the pilot boat. None of my crew, to my knowledge, were kept in irons the next day—the day after the capture. I never saw or heard of Braine or Parr before.

Reexamined by Mr. WETMORE:

I have heard the Confederates called rebels in the Northern States generally. The *Caleb Cushing* was lying at a wharf in Portland Harbor when captured. Braine was called colonel. The parties all seemed to be working together. I can not tell whether Braine paid the passage of these three men, the prisoners.

(Both sides having exhausted the evidence of the captain, the case was adjourned until Wednesday morning.)

Confederate correspondence concerning the Chesapeake affair.

Letter from Wm. H. Turlington, Esq., St. John, New Brunswick, to Hon. Geo. Davis, giving detailed statement regarding the capture of the steamer Chesapeake.*

ST. JOHN, NEW BRUNSWICK, *January 4, 1864.*

DEAR SIR: You have no doubt heard before this of the capture of the American steamer *Chesapeake*, while on the way from New York to Portland, by a party of Confederates under John O. Braine.

As I happen to know some of the parties engaged in the affair I have been requested to do whatever I can to get the matter before the Confederate Government. With this view I will make brief statement of the facts, so you will please bring the matter before the proper authorities.

Captain John Parker, formerly of the privateer *Retribution*, arrived in this place early in November, and found here Braine and some other Southerners, who were anxious to make a raid on the Yankee commerce. They made up a party of about 20 persons, and left for New York under command of Braine, as lieutenant commanding, early in December. Some of the party were left behind, which left 12 or 14 all told who took passage in the *Chesapeake* at New York, Saturday, 5th December, and between 1 and 2 o'clock Monday morning, when about 20 miles off Cape Cod, they took possession of the steamer in name of the Confederate States. Little resistance was offered by any of the crew, except the second engineer, who fired at them three times, wounding one of the party in the left hand. He was then shot, which proved fatal, the body afterwards being buried at sea. Other shots were fired, but more to intimidate the crew than anything else. The mate was slightly wounded in the arm. This was caused from the fact of his attempt to run when ordered to surrender. The boat was then brought into Bay of Fundy Tuesday night, where and when Captain Parker was taken on board and at once assumed command, and the passengers and crew set ashore in a St. John pilot boat same night. It was the intention of the party to run direct for Wilmington, but for want of coal they put into Shelburne, Nova Scotia, where they remained during severe gale, after which they ran up for Sambro, a small harbor near entrance to Halifax, where they took in some coals from a vessel. Early next morning, being Wednesday, 15th, the Yankee gunboat *Ella and Annie* entered the harbor and took possession of the *Chesapeake*. When the Confederates saw the Yankees coming in they took to their boats and went ashore, leaving on board only some men whom they employed at Shelburne and

* Afterwards Attorney-General of the Confederate States.

the Yankee engineers, first and third, and firemen, who had been kept to work the boat. The men employed, as well as one of the original party who happened to be on board vessel at time, were taken prisoners and put in irons.

The Yankee took *Chesapeake* in tow and started for American port, but was met by another gunboat, whose commander, being a superior officer, ordered her into Halifax, where they made report to the Nova Scotia government, omitting to mention the prisoners. This soon became known to General Doyle, who is at present acting as governor, and who at once demanded their release, which was not complied with till the fleet were notified that no American man-of-war would be allowed to leave the port. At the same time he ordered the forts and batteries to be prepared for action. The men were the next day delivered up in presence of the provincial secretary and other high officials. One of the party was about to be arrested at the instance of the American consul, but was hurried away by his friends. The case of the steamer is about to go into the admiralty court; some say it is to be referred to the home (English) Government. The U. S. Government has charged the party with murder and piracy and made demand for their surrender under the Ashburton treaty. Warrants to that effect have been issued in both provinces. Three of the men have been arrested here and are having preliminary investigation to-day. The honorable John H. Gray, one of the most influential lawyers of the province, is defending the prisoners in the name of the Confederate Government. He first asked me if the Confederate Government would recognize the act and make the cause its own. I replied I thought they would, but that I had no authority for so stating. I fear there is a good deal of informality in the authority by which the capture was made. In the first place, the letter of marque was issued to some man (whose name I forget—was captain of *Modern Greece*) and then transferred to Captain Parker at Charleston custom-house. (There is no one here who can prove there is a law of the Confederacy sanctioning this.) Captain Parker don't seem to have his true name. It is said by some to be Locke.

The *Retribution* was condemned as unseaworthy and sold at Nassau some months since. Braine, I don't think, had any commission, but simply acted on Parker's order, copy of which I enclose. If you can procure him a lieutenant's commission and send me at once to this place he may come forward and cover the whole party, and no doubt save the vessel and cargo. If this commission can be had let it be dated back prior to this transaction, and if possible send through the lines and mail to me. It shall be used for no further purpose than to cover this affair, unless by consent or direction of the Government.

I know nothing of Braine, except what I have seen of him here. He seems to have good deal of determination, but I fear not so much prudence. He says he was a lieutenant in First Kentucky regiment, enlisted at Louisville, but hailed from Nashville; was taken prisoner in Indiana 18th August, 1861, and kept in Fort Warren six months. Lord Lyons got him out. Was in with Mason and Slidell, General Winder's brother, and others. His father, John Braine, is colonel Twelfth Mississippi Regiment infantry, stationed at Fort Morgan; resided near Holly Springs, Miss., before this war. The young men arrested here, it is said, went into this affair with spirit; they are natives of this province and should be protected by our Government as far as can be. One has a brother now in Southern Army. Major Collins is in the West; was taken prisoner, but made his escape and has gone back. It is to be hoped the Government will send on an agent to Halifax

at once, one well posted and with all the law bearing on those matters. The Yankees are doing all they can to get possession of these men, as well as the ship. I have given the facts in the case so far as I have been able to get them, which are, I think, correct.

Mr. Gray promised to make up statement [to] forward the Government, but says he has not had time to do so, nor can he tell much of the proceedings as yet.

I am, yours, respectfully,

WM. H. TURLINGTON.

Hon. GEO. DAVIS,
Wilmington, N. C.

[Enclosure.]

Lieutenant Commanding JOHN CLIBBON BRAINE:

You are hereby ordered to proceed to the city of New York and State aforesaid, with the following officers: First Lieutenant H. A. Parr, Second Lieutenant David Collins, Sailing Master Tom Sayers, First Engineer Smith, and crew of 22 men. You will, upon arrival there, engage passage on board the steamer, and use your own discretion as to the proper time and place of capture. Your action toward crew and passengers will be strictly in accordance with the President's instructions. You will, as circumstances may permit, bring your prize to the Island of Grand Manan for further orders, Seal Cove Harbor, if accessible.

JOHN PARKER,
Captain U. S. Privateer Retribution.

DECEMBER 2, 1863.

Letter from the Confederate agent at Bermuda, West Indies, to the Secretary of State of the Confederate States, transmitting enclosures in relation to the Chesapeake affair.

ST. GEORGE, BERMUDA, *January 15, 1864.*

SIR: I have the honor to hand you herewith a letter from B. Wier, esq., of Halifax, with enclosure as stated. In the absence of any specific authority to act in the matter, and for fear of compromising more important interests of the Government at this port, I have declined to take any action in the premises.

The seizure of the *Chesapeake* has excited a good deal of feeling, and it seems important that the Government of the Confederate States should either disclaim it or recognize it as a regular act of war, committed under letter of marque. In the meantime some of the persons implicated have been arrested under charges of piracy and murder, and, if no claim to the *Chesapeake* as lawful prize of war is preferred by the Government of the Confederate States, are liable to surrender to the Government of the United States under the extradition treaty.

That system of warfare expressed in the capture of the *Chesapeake* has not the approval of my better judgment, but I hope some effort consistent with the dignity of the Government may be made to relieve the captors from their embarrassment.

The flagrant violation of international law committed by the U. S. gunboat *Ella and Annie* in recapturing the *Chesapeake* in Sambro Harbor has created in this province a strong feeling of sympathy for the original captors and of bitter hostility to the United States.

This will be handed to you by Mr. Parr, one of the parties concerned, and I respectfully refer you to him for additional information on the subject.

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

N. S. WALKER.

Hon. J. P. BENJAMIN,
Secretary of State.

[Enclosure.]

HALIFAX, NOVA SCOTIA, *January 5, 1864.*

SIR: I beg leave to transmit to you for the information of the Confederate Government the enclosed documents:

No. 1. The affidavit of Lieutenant Parr.*

No. 2. A copy of Captain Parker's commission.*

No. 3. Memorandums and suggestions from J. W. Ritchie, esq., attorney at law.

No. 4. Paper to appoint a proctor.*

These papers, as you will observe, relate to the matter of the steamer *Chesapeake*, lately captured on a voyage from the city of New York to Portland, in the State of Maine, out of which a good many complications have arisen, and there are probably more in the future. It is almost impossible to gather from newspapers anything reliable as to the facts of the case, but I have personally used some pains to myself acquainted with the circumstances.

The original idea of making the capture was started at St. John, Brunswick. Captain Parker there commissioned Lieutenants Braine and Parr to proceed to New York with what men they could get to take passage in the *Chesapeake*, or any Federal steamer, and capture her as opportunity should offer. Parker remained at St. John for the purpose of arranging for a supply of coals, etc. The capture was made off Cape Cod 20 miles, and the vessel ran to the mouth of St. John Harbor, where the passengers were landed (fatal mistake), and as the arrangements for coals did not succeed, I believe for the want of money, the steamer had to bear away for the coast of Nova Scotia, intending to proceed to the east of Halifax, where coals could be had and where telegraph communications did not exist, but unfortunately a gale came on, which lasted two days, and the *Chesapeake* put into Shelburne, 150 miles west of this port, where she obtained a few tons of coals and started for Le Have, about 75 miles eastward. Here she remained over two days, and the telegraph wires communicated her whereabouts to every part of the province. In the meantime several Federal gunboats came here and upon our coasts and were keeping a strict watch upon her, and, from information, one of them entered the harbor of Sambro, 15 miles from this port, and there found the *Chesapeake* coaling. The captain of the *Chesapeake* had been advised by a Federal spy to proceed from Le Have to Sambro, and a more certain place for capture could not have been selected. He entered the harbor in the afternoon, and the telegraph communicated the fact to the American consul here. He immediately informed the commander of the *Ella and Annie*, who proceeded to the place and captured her at 8 a. m. on the following morning. The night previous Captain Parker came up to this city and a cargo of coals was purchased, a part of which was got on board, but it was too late. As I before remarked, had the *Chesapeake* succeeded in getting to the eastward of this city, there would have been no difficulty in obtaining coals, and she could have got away without any hindrance.

* Not found.

The *Ella and Annie*, of course, has committed a gross outrage upon international law in taking a vessel in a neutral harbor, but as she failed to secure but one of the men engaged in capturing the *Chesapeake* she brought her prize to Halifax, making prisoners at the same time of two engineers who had been sent from Halifax. On their arrival here the Federal officers denied having any prisoners, but the fact leaked out, and our governor demanded them to be delivered up, advising the five gunboats and one frigate (*Niagara*) not to leave the harbor until the surrender was made, and to let them know he was in earnest he had all the harbor batteries doubly manned and prepared for the worst. The Yankees then surrendered the men. In the meantime, the American consul had obtained a warrant to arrest the prisoner Wade as a pirate, but on stepping on shore and his irons being knocked off one or two of our people stepped between him and the constables. He was advised to jump into a boat, and was rowed off, to the infinite amusement of the bystanders and the chagrin of the Federal consul and a few Yankee spies that follow in his train here. The *Chesapeake* and her cargo have been taken possession of by our authorities, and she lies at the Queen's wharf. Warrants have been issued by demand of the American consul against all her crew as pirates and murderers, and claiming their surrender under the Ashburton treaty, and Mr. Ritchie, the legal man we have employed, feels it to be highly important to have satisfactory evidence as to Captain Parker's position with the Confederate Government; also, as to whether a claim shall be made by you as the agent of the Government for the vessel and cargo. He is strongly of the opinion that if the capture has been made under the direction of citizens of the Confederate States that it can not be considered anything but a legal transaction, and the vessel and cargo belong in right to the Confederate Government. Mr. Ritchie is one of our very-best lawyers and is also a friend to Southern independence. As you may well imagine, we are suffering severely under the strictures of Yankee newspapers, and any amount of billingsgate language is being showered upon our devoted heads, but this we are prepared for, as nothing less can be expected from our Yankee neighbors, who seem to have lost all sense of shame or fair play.

The three men taken at St. John, New Brunswick, are now under examination there, and probably the whole question will come up as to whether they were justified under their instructions to make the capture. That result, I hear, will not be forthcoming before the sailing of the steamer.

The steamer *Chesapeake* is worth \$100,000, cargo perhaps half that amount, and she is worth contending for. Should you decide to put in a claim for the Confederate Government, I shall be happy to do all I can here for its interests. We have for the present retained Mr. Ritchie as counsel, etc. I notice by the newspapers of to-day that the *Chesapeake* and cargo have gone into the court of admiralty, and that the first hearing will be on the 11th. As that will only be preliminary, no doubt time will be given for claimants to come in, and I hope you will be enabled to make yours in favor of the Government without a reference to them. At the same time it would be important to communicate at once with the Government, and obtain their recognition of Parker, Braine, and Parr being bona fide subjects of the Confederation, and that they held commissions, etc., as the case may be, as this will materially strengthen the case now before the court, but you will perceive in the meantime it will be necessary to put in the claim.

Captain Wilkinson left with me \$720 to purchase coals and otherwise assist in getting the *Chesapeake* away from our coasts. A portion has been expended in various ways. The coals were, of course, lost. I shall keep a correct account of the moneys, and, in accordance with Captain Wilkinson's instructions, account for the same to you.

Hoping to hear from you by the first opportunity, I remain, yours, very respectfully,

B. WIER.

Major N. S. WALKER.

[Subenclosure.]

HALIFAX, *January 5, 1864.*

MY DEAR SIR: I think you had better send to the gentleman at Bermuda who is the agent of the Confederate States copies of the affidavits made by the parties who witnessed the seizure of the *Chesapeake* at Sambro Harbor, as well as a copy of the affidavit made by Mr. Parr, who represents himself to be a lieutenant in the Confederate service, as to the original capture, with such other information relative to it as you may be able to afford him, and ascertain from him whether he will authorize a claim to be put in for her as a prize belonging to the Confederates.

From the investigation I have given the subject I am led to believe that the captors were not in possession of any specific authority from the Confederate Government to make the capture, so as to enable them to claim her as their prize. If the capture, however, was made by or under the orders of Southerners, though not commissioned, it is a lawful one, but in that case she would belong to the Confederate Government and not to the captors.

In case a claim is put in, the main question will be, Was she captured by Confederates, or not? In the former case she would be a lawful prize; in the latter, the act would be piracy. Mr. Parr, who represents himself to be a Southerner, and if, as he says, he holds a commission in the Confederate Army, the case will be all the stronger.

The ship is now in the court of admiralty, and if there is an intention to claim her as lawful prize no time should be lost in obtaining the proof necessary to establish a claim.

Should this course be determined on, an authority will be required by the party acting as proctor. I send the form of a proxy which can in the first instance be signed by the agent, but it would be desirable to have one from the Government; and means may possibly be taken to obtain evidence from the Confederate States to establish the citizenship of Parr, Braine, or Parker, or some other of the captors.

Yours, very truly,

J. W. RITCHIE.

B. WIER, Esq.

Letter of instructions from the Secretary of State of the Confederate States to Hon. J. P. Holcombe, in view of his appointment as special commissioner to represent the Confederacy in the affair of the steamer Chesapeake.

DEPARTMENT OF STATE,
Richmond, February 15, 1864.

SIR: You will receive herewith a commission from the President, appointing you special commissioner to proceed to the British North American Provinces, there to discharge the duties herein defined.

The immediate occasion which has prompted this action of the President arises from the following facts:

John Olibbon Braine and Henry A. Parr, two citizens of this Confederacy, enlisted in its military service, and who had been previously prisoners of war in the hands of the enemy, formed a plan to make prize of a merchant steamer of the United States and bring her into a Confederate port. The stratagem devised was that they should proceed disguised to New York, and with a party of men under their orders make pretense of a desire to go as passengers from New York to Portland, in the State of Maine, and if successful in deceiving the enemy to rise upon the captain and crew of the steamer when at sea, seize the vessel, and after taking in sufficient coal to make the port of Wilmington [N. C.], running the hazard of passing through the enemy's blockading fleet.

It is proper further to observe that the original conception of this enterprise seems attributable to Captain John Parker, of the schooner *Retribution*. This schooner was duly commissioned as a privateer and was provided with a letter of marque, issued by this Department on the 27th October, 1862, of which a certified copy is furnished you. The original commander of the privateer was Thomas B. Power, who transferred his command to Captain Parker. There is reason to believe that Parker's real name was Locke; that although he enlisted in our service and took an oath of allegiance to the Confederacy he was really a British subject, and it was probably with the view of avoiding any penalties that might result from his disobedience to the neutrality proclamation of her Britannic Majesty that he assumed a feigned name. The reason for Power's abandonment of his command of the *Retribution* does not appear. The *Retribution*, after cruising for some time as a privateer, was found to be unseaworthy, and was taken to the port of Nassau [New Providence], where she was condemned as such and sold. Captain Parker, being thus deprived of his vessel, set on foot the scheme above detailed for the capture of an enemy's vessel, doubtless for the purpose of obtaining for her a letter of marque, if he could succeed in bringing her into a Confederate port. These facts in relation to Parker are stated, not because it is presumed they have any controlling influence on the rights of this Government, but to the end that you may be fully apprised of every circumstance that has come to our knowledge.

Reverting to Braine and Parr, it appears that they went to New York and purchased there the necessary arms and equipments for their contemplated enterprise; that thus armed and equipped they succeeded in obtaining passage without detection (for themselves and a body of men, 12 in number, whom they had engaged to serve under them) on board the U. S. merchant steamer *Chesapeake*, which left New York on Saturday, the 5th December, bound for Portland, in Maine, and that when on the high seas, early in the morning of Monday, the 8th [7th] December, they surprised those in command of the *Chesapeake* and captured her after a struggle of a few minutes' duration, without further bloodshed than the killing of one and the wounding of two of her officers. The captors announced themselves as in the service of the Confederate States, and informed the prisoners that they were prisoners of the Confederate States.

The captors who had thus obtained possession of the prize, and who had been instructed by Parker to act in strict accordance with the President's instructions to the private armed vessels of the Confederacy, took the *Chesapeake* into the Bay of Fundy, and when near the port of St. John, New Brunswick, the officers, passengers, and crew of

the *Chesapeake* (except two engineers and three firemen) were released and placed on board of a pilot boat which had been procured for that purpose by Captain Parker. The *Chesapeake* was then put under the command of Captain Parker, who had come in the pilot boat to meet her, and the steamer proceeded to the southern coast of Nova Scotia to receive the fuel and supplies necessary to enable her to prosecute her voyage to the Confederate States. She arrived in Sambro Harbor, Nova Scotia, where she was lying in possession of her captors and receiving coal from a British vessel in the harbor, when the U. S. gunboat *Ella and Annie* entered the British harbor, and her commander (with that habitual contempt of the territorial sovereignty of Great Britain and of her neutral rights which characterizes our enemies) recaptured the prize steamer, captured one of the crew and two engineers, who had been employed in Nova Scotia to aid in running her to Wilmington, committed acts of violence on the coal schooner, and then left the British port with the *Chesapeake* in possession, bound for the United States. It further appears that the captain of the *Ella and Annie* was met at sea by a superior officer of the Federal Navy, and was ordered by him to return to Nova Scotia and to restore the *Chesapeake* to the jurisdiction of Great Britain, from which it had been wrongfully abducted. The *Ella and Annie* accordingly took the *Chesapeake* to the port of Halifax, where she was delivered up to the British authorities. The prisoners were kept concealed by the Federal officers, and their existence denied, but upon the peremptory demand of the governor, accompanied by a demonstration of military preparation which indicated that the demand could not be evaded with impunity, the prisoners were delivered up. The official agents of the United States then commenced a series of attempts to obtain possession of the persons of those engaged in the enterprise, on the absurd pretense that they were pirates and murderers who had committed crimes within the jurisdiction of the United States, and who ought, therefore, to be delivered up to the Federal authorities under the extradition treaty of 1842 between the United States and Great Britain.

Finally it appears that some proceeding, of the nature of which we are ignorant, was had or is now pending in the court of vice-admiralty at Halifax against the steamer *Chesapeake*, her tackle, apparel, and furniture, and against the cargo laden on board. The value of the vessel and cargo is estimated at near \$200,000, and the proceedings in the admiralty were instituted (or "promoted," in the technical language of the admiralty) by her Majesty's advocate-general for said province.

On these facts arise grave questions of international law, involving the reciprocal rights and duties of the belligerents, not only as between themselves, but between each belligerent and Great Britain as a neutral power. Fortunately, the principles of the law of nations, on which the rights of the Confederacy depend, are among the clearest of those recognized by the publicists of the two Governments with which we have to deal, and sanctioned by the decisions of their courts. The President desires that in the discharge of the mission confided to you the following principles be insisted on as the basis of the claims of this Government:

1. Braine and Parr, as citizens of the Confederacy, had the right, during the pending war, even without a commission from their Government, to capture and make prize of the public or private vessels of the United States wherever and whenever found (except when within the protection of neutral jurisdiction); and vessels and cargoes belonging to the enemies of the Confederate States, when thus captured by Con-

federate citizens, may be lawfully condemned to the Confederate Government as prize of war, or, as they are technically termed, droits of admiralty. (Lawrence's Wheaton's Law of Nations, ed. 1863, p. 627; p. 189, Lawrence's note; 3 Phil. International Law, 50, 486, 489, 562; Case of McLeod, see 3 Phil., 50.)

2. Citizens of the Confederate States, engaged in any enterprise, plot, or stratagem for the capture of vessels of the enemy, can, by no possibility, be classed as pirates or murderers, without a perversion of the meaning of words whose signification is well established. Whether, under certain aggravated circumstances (which do not exist in the present case), such persons would forfeit their claim to be treated as prisoners of war, if they fell into the hands of their enemies, need not be here discussed, the sole question being whether a neutral power can lawfully deliver up the citizens of one belligerent, found within its jurisdiction, to the other belligerent in order that they may be made to answer as criminals for acts of hostility committed in the name of their Government against an enemy on the high seas. (See authorities last cited.)

3. The steamer *Ohesapeake*, while lying within the jurisdiction of a neutral power in the hands of her captors, was beyond the reach of legal recapture. The tortious seizure of the vessel and cargo by the armed cruiser of the United States was absolutely illegal and void, and imposed on the British Government the duty of demanding the restoration of the vessel to the possession of the captors. The voluntary rendition of the vessel and cargo to the neutral authorities confers no right to retain them, but imposes the duty of restoring them to the captors. (3 Phil., 227, 228; Lawrence's Wheaton, ed. 1863, p. 715, etc., and notes by Lawrence.)

4. The courts of admiralty of the neutral power have no jurisdiction to determine whether the *Ohesapeake* was or was not good prize of war. The jurisdiction over that subject is exclusively vested in the courts of admiralty of the Confederate States. The proceedings, therefore, before the British vice-admiralty are *coram non iudice*, and can not affect the rights of this Government. (3 Phil., 228, 468; *The Flad Oyen*, 1 Rob. Adm., 135; Lawrence's Wheaton, 670.)

5. The admiralty courts of this Government are vested with jurisdiction to determine whether the *Ohesapeake* and her cargo are prize of war. The proceedings instituted in the admiralty court in Richmond are justified by the law of nations, which permits the adjudication of prize causes when the prize is within neutral jurisdiction with the same validity as if within the jurisdiction of the captor. (Lawrence's Wheaton, 670; 3 Phil., 482.)

6. The present case is not affected by the fact that the British Government has prohibited the armed ships and privateers of both belligerents "from carrying prizes made by them into the ports, harbors, roadsteads, or waters of the United Kingdom or of any of her Majesty's colonies or possessions abroad," first, because the case is not within the terms of the prohibition; secondly, because the *Ohesapeake* was carried into a British port, not in disregard of the Queen's prohibition, but under the stress of necessity, temporarily, and for the sole purpose of procuring the fuel without which she could not proceed to a Confederate port, and, thirdly, because even if an infraction of the rule established by the British Government had occurred, this fact might justify that Government in compelling the immediate departure of the prize vessel from her ports, but could not vest in it the right of withholding the prize from the possession of the captors or assuming jurisdiction to dispose of it.

7. Nor would the case be altered if it should appear that the parties engaged in the capture of the *Chesapeake* took their departure from the neutral jurisdiction with the intent of making the capture. The courts of the neutral power have an exceptional jurisdiction in cases of prizes brought within its territory, if the capture was made within its territorial limits, or by armed expeditions fitted out within its limits. In the present case the expedition was fitted out and all the arms and equipments of the captors were procured and prepared in the port of New York, within the territory of the enemy. (*The Estrella*, 4 Wheaton, 298; the *Santissima Trinidad*, 7 Wheaton, 283; Wheaton's Law of Nations, 671; 3 Phil., 477, 479.)

8. The fact that this Government is not recognized by that of the neutral power as an independent Government does not affect the questions now involved. Our recognition as a belligerent entitles us to the exercise of all the rights and powers of an independent belligerent nation, as against both the enemy and the neutrals. (See authorities last cited.)

9. If the British authorities have given up the prize to the former enemy owners, as is stated in the recent Northern newspapers, that Government is bound to reimburse to us the value of the vessel and cargo. (Lawrence's Wheaton, 720; 3 Phil., 478; case of the *General Armstrong*.)

Having thus enunciated the principles on which this Government rests for the vindication of its rights, I now proceed to indicate the course which the President desires you to pursue in asserting them.

On arriving in Halifax it will be proper to communicate to the lieutenant-governor, the Earl of Mulgrave, or to his successor if he be no longer in office, the fact of your arrival with a special commission empowering you to represent this Government in all matters touching its interests as a belligerent in the British North American colonies, and especially in relation to its claim for the delivery to it of the steamer *Chesapeake*, its tackle, apparel, and furniture, and the cargo laden on board, as prize of war, to the end that the question of the validity of the capture and the condemnation or release of the captured vessel and cargo may be determined by the admiralty courts of this Government. You will request an audience for the purpose of exhibiting the credentials with which you are provided to attest your authority to act in behalf of this Government. It may be that the lieutenant-governor of Nova Scotia is not the proper person to whom your demand should be addressed, and that it is necessary to address your application to the captain-general and governor in chief of Canada, Nova Scotia, New Brunswick, and Prince Edward Island. After informing yourself on this point you will, if necessary, proceed to Canada, and there request an audience of Viscount Monck in the manner above indicated. You will frame your application so as to make it apparent that your claim to act rests on the rights of this Government as a belligerent, officially recognized as such by Great Britain, and while carefully avoiding any expression which could be construed into an admission that our independence is matter of doubt or question, you will endeavor to prevent Great Britain's unjust denial of that independence from being brought under consideration as an obstacle to the success of your mission.

If the interview should be accorded, and your right to act as the authorized commissioner of a belligerent power should be admitted, you will then present to the proper authority (either the governor in chief or the lieutenant-governor, as the case may be) a demand for the

restoration to you, as representing the Government of the captors, of the captured vessel and cargo, and you may consent that they remain in the neutral harbor, if desired by the British authorities, to abide the decision of our admiralty court, as the exclusive judge of the question whether they are or not good prize of war. If the vessel and cargo be delivered up, to be sent to our ports, you will take the necessary measures for placing on board a commander, crew, and the requisite fuel and supplies for the voyage. In doing this you will give preference, unless you see good reason to the contrary, to the officers who captured the *Chesapeake*, if they desire to take charge of her on the voyage to the Confederacy.

It is scarcely necessary to say that you will give special prominence to the demand that the officers and men who, in the name and in the service of this Government, made capture of the *Chesapeake* and cargo be at once liberated from confinement and discharged from the frivolous and vexatious prosecutions to which they have been subjected at the instance of the Federal authorities. You will, in the name of this Government, claim that the captors were acting under its authority and that their act in making capture of the vessel and cargo is maintained and vindicated by this Confederacy, which assumes all the responsibility properly attaching to the act, and you will insist that under the law of nations this assumption of responsibility by the Government of the captors relieves them from all the consequences of their act and entitles them to immediate and unconditional liberation from all restraint upon their persons.

If the British colonial authorities decline acting upon your demand, and refer you to their judicial tribunals for redress, you will, after addressing to them a protest against the assumption of jurisdiction by the British courts, place the claims of this Government in the hands of competent proctors, to be asserted in the admiralty courts of the province. But the question of jurisdiction must be distinctly raised in the court, and the claims of this Government must be submitted for decision, under reservation of its objections to the jurisdiction.

Finally, if the authorities of the British provinces refuse communication with you, decline to receive you to an interview, or refuse to admit your authority to represent this Government in the assertion of its rights as a belligerent, you will make a firm but temperate remonstrance and protest against their action as a breach of international law, a violation of the rights of this Government and of the duty of Great Britain as a neutral power; and you will plainly state that we hold Great Britain responsible for the whole value of the captured property and shall ever insist upon our demand for indemnity.

There is one contingency so remote as perhaps not to justify instruction, but which it would be improper wholly to overlook. If you find that the British authorities determine, notwithstanding your protest, to deliver up the captors, or any of them, in accordance with the demand made by the United States for their extradition as criminals, you will communicate to those authorities the determination of this Government not to remain indifferent to what we would be compelled to regard as an outrage on our right and an inexcusable betrayal to our enemies of men who are recognized by us as entitled to the protection of our Government. It would be unexampled in history that persons in the service of one belligerent should, under such circumstances, be delivered by a neutral to the other belligerent with the certainty that the victims, even if not put to death, would at least be subjected to prolonged and cruel captivity.

It may, perhaps, occur that the admiralty court will determine to retain jurisdiction of the prize, and it might consent to receive a claim on the part of the captors, while refusing to admit on the part of this Government a similar claim, by reason of the action of the British Government in refusing recognition of our independence. In that event you will give to the captors the benefit of your aid and counsel, and will defray the expenses of the proceedings instituted in their name at the charge of this Government.

You will receive herewith all the papers and documents which are deemed useful to your mission, and of which a list is subjoined.

Before closing these instructions it is proper to add that they are based on the statement of facts which precedes them, but our sources of information are not perfect enough to permit entire reliance. You will be able, on arrival at Halifax, to ascertain whether there be any important divergence between the facts as they really occurred and those assumed in this dispatch. In such event you will exercise a prudent discretion in your action, and will be at liberty to modify your conduct, or even to abstain altogether from any interference with the matter. While desirous of upholding to the full extent the rights and interests of our country, we wish particularly to avoid the presentation of demands not entirely justified by the principles of public law and international morality.

Very respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Hon. J. P. HOLCOMBE,
Special Commissioner, etc., Richmond.

Letter from the Secretary of State of the Confederate States to the district attorney, Richmond, Va., regarding libel for the condemnation of steamer Chesapeake as prize to the Confederate Government.

DEPARTMENT OF STATE,
Richmond, February 16, 1864.

SIR: I have the honor to enclose you an extract from the instructions prepared for the commissioner whom we are about to send to Nova Scotia, as the most convenient statement which can be furnished you, to enable you to prepare your libel in admiralty for the condemnation of the *Chesapeake* and cargo as prize of war to this Government.

I am, very respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

P. H. AYLETT, Esq.,
U. S. District Attorney, Richmond.

Letter from the Secretary of State of the Confederate States to the Lieutenant-governor of Nova Scotia, introducing Hon. James P. Holcombe as special commissioner to represent the interest of the Confederacy in that colony.

DEPARTMENT OF STATE,
Richmond, February 19, 1864.

SIR: The President of the Confederate States of America has appointed the honorable James P. Holcombe, one of our most esteemed and trustworthy citizens, special commissioner of the Confederate States of America, to proceed to Nova Scotia and represent the Confederacy in all matters touching its interests as a belligerent in that

colony, and especially in relation to its claim for the delivery to it of the steamer *Chesapeake*, her tackle, apparel, and furniture, and the cargo laden on board, now lying in the port of Halifax; and I now have the honor to introduce him to your Excellency and to ask for him a reception and treatment corresponding to his station and to the purposes for which he is sent. Those purposes he will more particularly explain to you.

Hoping that through his agency these may be accomplished, I avail myself of this occasion to offer to your Excellency the assurance of my distinguished consideration.

J. P. BENJAMIN,
Secretary of State.

His Excellency LIEUTENANT-GOVERNOR OF NOVA SCOTIA.

Report of the Confederate special commissioner to Nova Scotia, to the Secretary of State of the Confederate States, regarding the Chesapeake affair.

HALIFAX, NOVA SCOTIA, April 1, 1864.

(Received April 19. J. P. B.)

SIR: In the communication which I had the honor to transmit from Bermuda I explained the reasons which induced me to turn the *Caledonia* over to her owners, and to engage my passage to Halifax in the British mail steamer *Alpha*. From what has since transpired it is certain that if I had escaped capture from the *Caledonia* there would have been no saving of time at all commensurate with the heavy expense to the Government which the employment of that vessel would have involved. The *Alpha* did not reach this port until the 23d of March, having been delayed for two days by a severe storm which it encountered soon after leaving the Gulf Stream. Upon my arrival I learned that the prisoners whose delivery had been demanded by the United States under the extradition treaty had been released by the judicial authorities of New Brunswick upon habeas corpus, and although new warrants are out for their arrest it is not probable they can be executed. The most embarrassing phase which this case could assume would be presented for solution by the surrender of these men. Whatever may be the light in which the captors of the *Chesapeake* should be regarded according to the strict rules of law, the Government and people of the Confederate States can not be indifferent to their fate. They imperiled life and liberty in an enterprise of great hazard, which they honestly believed was invested with sanction of law, and to which, as a body, I have reason to think they were mainly impelled by a generous sympathy with our cause. While, therefore, in exercising the discretion confided to me, I have determined, at least for the present, to interpose no claim to the *Chesapeake* as prize of war on behalf of the Confederate States, I have endeavored to observe a diplomatic reticence as to the view which our Government may ultimately take of that transaction. I can imagine the existence of circumstances under which the Government, to save these brave and innocent men from a cruel and unrighteous doom, might claim the benefit of principles which it would not think it judicious to assert if the only interest at stake was one of property.

As to the *Chesapeake*, I find that she had been surrendered to her original owners without the almost invariable requisition of bail to answer prospective demands. The reasons which induced the judge to depart from the established course of admiralty practice are con-

tained in the opinion (of which I send you a copy). Taking the opinion and the conduct of the magistrate himself during the progress of the cause (of which I also transmit a history) together, I do not believe any judicial proceeding has taken place in a British court for a century and a half so discreditable to its dignity, its intelligence, or its justice.

But, notwithstanding my indignation at the offensive and unworthy bearing of Judge Stewart, I am not willing, after a full examination of the facts of this case, to commit the Government to interference with it in any form. The moral weight which should attach to its interposition would be impaired by advancing a claim which it is almost certain would be allowed neither by the British courts nor the British Government, and which we could sustain only by affirming principles doubtful in law and equivocal in morals. The facts upon which my opinion rests are these: Of the party actually engaged in the capture, fourteen or fifteen in number, only one has any claim to the character of a Confederate citizen, or belonged in any way to its service. This was the second officer, H. A. Parr, who, although born in Canada, had lived for the last seven years in Tennessee. The lieutenant commanding, John C. Braine, I have ascertained beyond doubt, had been released from Fort Warren on the application of the British minister, on the allegation of being a British subject. This, indeed, is the substance of his own admission, nor has he since been within the Confederacy. Although he states that he had been in our military service at an earlier period, the declaration is probably untrue, and would not be received to contradict the deliberate and solemn allegation by which he obtained his liberty. He is, I think, estopped from claiming what in truth I do not believe he ever possessed—the Confederate nationality. Passing over for the present the consideration of what effect Parker's connection with this enterprise may have upon its character, it appears to have been a capture made for the benefit of the Confederacy by a body of men without any public authority, and who, with the single exception of a subordinate officer, were British subjects. I do not think such a case can be brought within the application of the principle—perfectly well settled, and which in a war like the present one government ought never to yield—that the citizen of a belligerent state, with or without a commission, may capture enemies' property at sea. That doctrine (as may be seen in the elaborate discussion of the opinions of British and foreign jurists by Judge Story in the case of the ship *Emulous* (1 Gall., 563, 55, 8; Oranch,* 110), a discussion which Mr. Phillimore pronounces perfectly exhaustive) is founded upon the hostile relation which the mere declaration of war creates between citizens of the contending states. A commission would appear to me indispensable to enable a belligerent to claim for itself the benefit of captures made in its behalf by citizens of a neutral state. Parr's position may be, and in all probability is, very different from that of his associates; but it does not seem to me to have been sufficiently commanding to impress on the enterprise his own nationality. The question then recurs whether the legal complexion of this capture can be altered by Parker's connection with it, assuming that his Confederate character can be established by proof. In the absence of all facilities for investigation (the law library of the province, to which I have access, being very meager), I am not free from all doubt as to the correctness of my conclusions upon this point. The letters of marque, I am disposed to think, attach only to the vessel and confer authority upon the master, whoever he may be, for the time being. They do not confer upon the commander a personal authority which

* As in original copy.

will survive the destruction of his ship (unless in reference to a prize which she may have captured) and enable him to act as a commissioned officer wherever he may be found. If I am correct in this, Parker can only be regarded as a private citizen of the Confederacy, with no right, such as he assumed, to enlist men or appoint officers in its service, and as he was not present when the *Chesapeake* was taken, the character of the capture must be determined by that of persons on board at the time. If, however, I am mistaken in my view of the law upon this point (which I would be very glad to find), there is another principle, which, while it would not affect the captors with any crime in the eye of public law, would no doubt be appealed to in order to deprive us of the fruits of the capture. I mean that enunciated by the Supreme Court of the United States in the cases of *L'Armistad De Reues*, 5 Wheat., 385; the *Bello Corcumes*, 6 Wheat., 152; *La Conception*, *ib.*, 235; *La Santissima Trinidad*, 7 Wheat., 283, 289, to wit, that where a prize has been taken by any agency created in violation of neutral sovereignty it will, if brought voluntarily within the neutral jurisdiction, be restored to the original owners. I do not know that the case of the *Chesapeake* can be brought within the range of any exception to this principle. The evidence contained in the report of the trial at St. John (of which I send a copy) discloses a clear violation of the British foreign enlistment act by Parker, and upon this ground alone I apprehend that any claim we might advance to the *Chesapeake* would be defeated. The conduct of the captor after the capture in peddling the cargo in violation of the revenue laws of the province, and the appropriation of a portion of the proceeds by some of them to their own use, and all the developments which have been made as to the motives and character of Braine, are calculated to throw as [so] much suspicion and discredit around the whole transaction that I should deem it unwise, even were the law supposed to be in our favor, without weightier reasons than now exist, to compromise the Confederacy by assuming its responsibility.

I can not close this communication without bringing to the attention and notice of the Government the generous sympathy and liberal contribution in every matter in which the interests of the Confederacy were supposed to be involved of some prominent gentlemen in this city, and especially of Dr. Almon, Mr. Keith, Mr. Weir, and Mr. Ritchie. They have given money, time, and influence without reserve, as if our cause had been that of their own country. I feel that I shall not transcend the spirit of my instructions in tendering Mr. Ritchie, of this city, and Mr. Gray, of St. John, on behalf of the Confederacy, some compensation for professional services which were rendered most faithfully and laboriously, and with no other object than to advance our cause. I feel that the gentlemen whose names I have given are entitled to some special acknowledgment from our Government of their handsome conduct, and I am certain it would be highly appreciated by them and would exercise a happy influence on this community.

It was so late before I could procure all the documents upon which to rest my action that I am unable to embrace in this letter several matters I desire to bring to your attention.

With highest consideration,

JAMES P. HOLCOMBE.

HON. J. P. BENJAMIN,

Secretary of State, Confederate States of America.

P. S.—It may not be improper to add that the conclusions which I have reached are in accordance with the judgment of our most discreet and intelligent friends in this place.

Letter from the Secretary of State of the Confederate States to the Confederate special commissioner to Nova Scotia, approving his conduct in dealing with the British authorities in the Chesapeake affair.

DEPARTMENT OF STATE,
Richmond, April 20, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 1st instant, giving the result of your investigation into the facts connected with the capture of the steamer *Chesapeake* and the action of the British colonial authorities in relation to the vessel and cargo and the parties concerned in the capture, also enclosing the printed pamphlet and newspapers containing reports of the judicial proceedings and decisions.

A careful examination of the whole subject has brought this Government to the same conclusion as has been reached by yourself, and we can not hesitate to admit that the facts, as now established, present the case in an aspect entirely different from that in which we viewed it on the representations made by the parties engaged.

In the instructions prepared for your guidance in the conduct of this business it was carefully pointed out that they were based on the supposition of the truth of the following facts:

First. That John O. Braine and Henry A. Parr were citizens of the Confederate States, enlisted in its military service, had been prisoners in the hands of our enemies, and that, having escaped to New Brunswick, they there devised a stratagem for the capture of an enemy's vessel on the high seas, which was successfully carried out by the seizure of the *Chesapeake*.

Second. That, acting exclusively as belligerents in the public service of their country, they touched at a point or points in the British colonial possessions for the sole purpose of procuring the fuel indispensable to making the voyage to a Confederate port.

Third. That there had been no violation of the neutrality nor of the sovereign jurisdiction of Great Britain by any enlistment, real or pretended, of British subjects on British territory for service in the war waged by us against the United States.

It now appears from your own enquiries into the facts and from the judicial proceedings that we were led into error, that the truth is as follows:

First. That the expedition was devised, planned, and organized in a British colony by Vernon G. Locke, a British subject, who, under the feigned name of Parker, had been placed in command of the privateer *Retribution* by the officer who was named as her commander at the time of the issue of the letter of marque.

Second. That Locke assumed to issue commissions in the Confederate service to British subjects on British soil, without the slightest pretext of authority for so doing, and without being himself in the public service of this Government.

Third. That there is great reason to doubt whether either Braine, who was in command of the expedition, or Parr, his subordinate, is a Confederate citizen, and the weight of the evidence is rather in favor of the presumption that neither is a citizen and that the former has never been in our military service.

Fourth. That Braine, the commander of the expedition, after getting possession of the vessel and proceeding to the British colonies, instead of confining himself to his professed object of obtaining fuel for navigating her to a Confederate port, sold portions of the cargo at different points on the coast, thus divesting himself of the character of an officer engaged in the legitimate warfare.

Although at the period of your departure from Richmond we had no reason to doubt the statements made, it was considered imprudent to act on them without further enquiry, and your instructions were therefore closed with the following sentences: "Before closing these instructions it is proper to add that they are based on the statement of facts which precedes them, but our sources of information are not perfect enough to permit entire reliance. You will be able on arrival at Halifax to ascertain whether there be any important divergence between the facts as they really occurred and those assumed in this dispatch. In such event you will exercise a prudent discretion in your action, and be at liberty to modify your conduct, or even to abstain altogether from any interference with the matter. While desirous of upholding to the full extent the rights and interests of our country, we wish particularly to avoid the presentation of demands not entirely justified by the principles of public law and international morality."

I have the directions of the President to intimate to you his satisfaction with your exercise of this discretion. The encroachment on the sovereign jurisdiction of her Britannic Majesty over her colonial possessions in North America, and the violation of the neutrality proclaimed by her Majesty, as disclosed in the judicial proceedings, are disclaimed and disapproved by this Government. While we maintain and shall continue to uphold the right and duty of every citizen of the Confederate States, and every foreigner enlisted in their service to wage warfare openly, or by stratagem, upon the vessels of our enemies on the high seas, whether armed or not, we distinctly disclaim and disavow all attempts to organize within neutral jurisdiction expeditions composed of neutral subjects for the purpose of carrying on hostilities against the United States. The capture of the *Chesapeake*, therefore, according to the facts now disclosed, far from forming the basis of any demands on the part of this Government, is disclaimed.

The President is much gratified that the superior judicial authorities of New Brunswick have rejected the pretensions of the consul of the United States that the parties engaged in this capture should be surrendered, under the Ashburton treaty, for trial by the courts of the United States on charges of murder and piracy.

The case, as presented, seems to be simply that of men who, sympathizing with us in a righteous cause, erroneously believed themselves authorized to act as belligerents against the United States by virtue of Parker's possession of the letter of marque issued to the privateer *Retribution*. They may possibly have been conscious that they were acting in opposition to the policy and wishes of their Government, but no reason exists for supposing that they entertained any such motives as would justify their being charged with a graver misdemeanor than disobedience to her Majesty's proclamation and to the foreign enlistment law of Great Britain. It may not be without good effect that you should communicate to the attorney-general of the province, in the same unofficial manner in which you communicated the instructions relative to the return of our escaped prisoners, the views above expressed and the conclusions reached by this Government.

The President has not read without marked gratification your warm tribute to the generous gentlemen whose sympathies in our cause have been evidenced in so effective and disinterested a manner.

He begs that you will to each of them, Dr. Almon, Mr. Keith, Mr. Weir, and Mr. Ritchie, address, officially, a letter in his name returning his thanks and those of our country for testimonials of kindness which are appreciated with peculiar sensibility at a juncture when the

Confederacy is isolated by the action of European Governments from that friendly intercourse with other nations which it knows to be its rights, and of which it is conscious it is not undeserving.

I am, very respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Hon. JAS. P. HOLCOMBE, etc.

Additional report of the Confederate special commissioner to Nova Scotia, regarding the Chesapeake affair.

HALIFAX, NOVA SCOTIA, April 26, 1864.

(Received May 26. J. P. B.)

SIR: Nothing has transpired since the date of my last dispatch to alter my conviction of the impolicy of any intervention by the Confederate States in the affair of the *Chesapeake*. I have conversed freely on the subject with eminent legal gentlemen, both in official position and out of it. They generally express regret that, through the folly and misconduct of the captors, the *Chesapeake* was not secured to the use of the Confederacy. They think, however, that the courts, if required to pass upon the character of the transaction, would have been compelled to regard it as in fact a capture by British subjects never enlisted in our service by any person having authority so to do, or, if otherwise, then enlisted in violation of the neutrality laws. It is morally certain the home Government would not, under the circumstances, allow a claim for compensation for the surrender of the vessel by the judicial authorities. And I can not but think that the presentation of such a claim by our Government and its rejection (the case being one, as all must admit, very doubtful both in law and in morals) would impair its public prestige and weaken the moral weight which might attach to its interposition upon future and more important occasions.

None of the captors have as yet been taken under the new warrants. It would embarrass the government here as much as it would the Confederate Government to have the solution of this question forced upon them in reference to the captors. Whatever may be the strict legal character of the transaction, public opinion would not tolerate their treatment as pirates, whether by proceedings against them as such on the part of the colonial authorities, or by their extradition to the United States.

For reasons stated in dispatch No. 4, I shall remain here until the return of the next Bermuda boat, about the middle of May, when I hope to hear that the course I have taken in this matter meets with your approbation and that of the President.

I remain, etc.,

JAMES P. HOLCOMBE.

Hon. J. P. BENJAMIN,
Secretary of State, Confederate States of America.

Decision rendered by the vice-admiralty court of Halifax, Nova Scotia, in the case of the *Queen vs. The Steamer Chesapeake and Cargo.*

COURT OF VICE-ADMIRALTY,
Halifax, February 15, 1864.

Judgment was this day given by the Hon. Alex. Stewart, O. B., judge of the vice-admiralty court, in the cause, No. 211, of the *Queen vs.*

The Steamer *Ohesapeake* and Cargo. The advocate-general for the Crown; J. W. Johnston, J. W. K. Johnston, and Isaac J. Wyld, esquires, advocates and proctors for portions of the cargo; the honorable S. L. Shannon, advocate, and William Morse, esq., proctor, for the vessel and the remainder of the cargo.

On the 6th January last the advocate-general exhibited affidavits of himself, made before the registrar, and copies of three affidavits made before the mayor of this city by James Johnson, George Ames, and Mary V. Burgoyne, and also the affidavits of William Henry, Alexander Henry, John E. Holt, and Patrick Conner, sworn before the registrar; copies of all which affidavits are attached to this judgment. Upon these affidavits he moved for a warrant to arrest the steamer *Ohesapeake* and cargo as having been piratically taken on the high seas from her lawful owners, which I granted. It was issued on the same day, made returnable on the 12th, executed on the 7th, and returned and filed in the registry on the 9th of January. On this last day he moved for a commission of unlivery, which I granted, informing him that he might cause the cargo to be unladen or not, as in his discretion he should think fit.

On the 18th he placed it in the hands of the marshal, who on the 29th returned it executed, with inventory attached to it, unto the registrar.

No appearance on behalf of the captors of the *Ohesapeake* having been filed on the return day of the warrant of arrest, they were, on the petition of the procurator-general, in the usual manner pronounced in default.

Claims by British owners for parts of the cargo have been allowed, viz, to Ross & Co., of Quebec, for 100 hogsheads of sugar; to Belony & Lamotte, for 10 hogsheads of tobacco and 1 box of tinfoil; to Charles Sampson, for 1 cask of augers, and to James McInlay, for 5 rolls of sole leather; and her Majesty's advocate-general having consented thereto, I decreed writs of restitution.

On the 10th February, Mr. Morse, on behalf of the owners of the vessel, moved for the admission of their claim that the vessel be restored to them, and that the remainder of the cargo, which is unclaimed, and which is owned in part by British subjects and in part by American citizens, should be delivered to them, in order that they might carry the same to the original port of destination, Portland, in the United States, and there deliver it to those who were entitled to receive it. The advocate-general has examined this claim, and consented that a writ of restitution thereof be granted without bail to answer prospective, or what are, in this court, designated latent claims, and upon this claim I am now giving judgment; but it is obvious that thus granting this claim and the restoration prayed for will terminate this case. These claimants are citizens of the United States of America; the vessel is an American steamer; and I may mention that, as an additional ground for the delivery of the unclaimed cargo to them, they allege that they have a lien thereon for freights. It is the ordinary practice of this court to direct property taken by pirates to be returned to the owners without delay, and (except where there is a strong necessity for requiring it) without bail for latent claims, taking care to protect the rights of the salvors and the droits of admiralty. At this period it is incumbent on me to state that I adhere to the opinion I expressed on the 9th and repeated on the 12th of January. I do not at all controvert the legal principles suggested at the bar as worthy of my consideration, but I do not perceive their applicability to the circumstances of the present case; but whether I be in error or not, whoever or what-

ever they are who seized the vessel, and whatever in their own or in their counsel's estimation their rights may be, they have not thought fit to vindicate them before this court. They have, as I have just noticed, suffered judgment by default.

I have been much embarrassed in dealing with this case. To grant this application will be entirely within the rules applicable to it, for, on the facts sworn to, the taking was undoubtedly a piratical taking. But in its origin, in its position before the court, in the mode of the recapture, in short, in all the concomitant circumstances, the case is very peculiar. I was therefore, in the absence of decided cases, obliged to recur to and rely on, for my guidance, those principles which lie at the basis of all law. And I do not think I shall be acting unbecomingly in referring for a few moments to those principles.

The right of self-defense is one of the fundamental attributes of an independent state, and the principles which regulate its conduct toward other states have their foundation in a higher philosophy than that which underlies the municipal or positive law. The latter implies a ruler to prescribe and a subject to obey. An independent state recognizes no superior, acknowledges no authority paramount to its own. Underneath international law lies the *ultima ratio regum*. Every independent state determines for itself, as exigencies arise, what shall be the penalty for infractions of the law which it prescribes. The sovereign whose territorial rights are violated by the subjects or citizens of a friendly state is not bound to appeal for reparation to (what might be) the tardy justice to be conceded by that state. If those subjects or citizens are within its territory, it will inflict on them its own penalty, in its own mode. An independent state is not circumscribed by the limits which are essential to the administration of municipal law, since by it the agents of the community protect from the aggression of the wrongdoer the individuals of which it is composed. Then, if one of the Queen's subjects had violated the municipal law as flagrantly as the captors of the *Chesapeake* have outraged the international law, and such violation would have (as it unquestionably would) justly subjected the offending vessel to forfeiture, shall those who have violated the higher law be subjected to a less penalty? Assuredly not.

Then as to the right disposal of the forfeited vessel. It were derogatory to the royal dignity to add the proceeds of property which had belonged to the citizens of a friendly nation to the privy purse of the Queen, and it would as little become the honor of the British nation to make profit out of their misfortune.

What more appropriate mode of dealing with this vessel and cargo than to restore them to their original owners? Not as a favor to them, but as an act of justice to the offended dignity of the Crown; not as recognizing any right of the Government of the United States to require such restoration, but as a fit punishment of the offenders and a warning to others. The law which the Queen and Parliament have prescribed to enforce the observance of her neutrality is to be found in her Majesty's proclamation and in the statute under the authority of which it was issued. Is the offense which I have suggested against the municipal law, or can any offense, be more serious than that by which the British nation might be drawn into the sad contest which has desolated and is still desolating one of the fairest portions of the earth?

By the affidavits on which I granted the warrant it is certain that the *Chesapeake*, if a prize at all, is an uncondemned prize. For a belligerent to bring an uncondemned prize into a neutral port to avoid recapture is an offense so grave against the neutral state that it *ipso*

facto subjects that prize to forfeiture. For a neutral state to afford such protection would be an act justly offensive to the other belligerent state.

The *Chesapeake* was brought not into one port only, but into several of the ports of this province. Not openly, but covertly; not in her proper name, but in a false name. Still further, they who thus invaded the Queen's territory surreptitiously landed and sold therein a considerable portion of her cargo, making no distinction between those parts of it which were owned by the subjects of her Majesty and those belonging to the citizens of the United States, and instead of vindicating the rights which it was asserted for them at the bar they possessed, they (after landing on the shores of this province, and thus being under the protection of British law) have long since fled from and are still fugitives from it.

These are the facts on which I deemed it right to recommend at once that the vessel should not be unladen or removed from the custody of the provincial government, in order that she might be restored intact to her owners. I then thought—I still think—that it would not consist with the dignity of her Majesty, though the capture had been a lawful one, to hold valid a plea on behalf of these persons. The facts I have just mentioned must have been admitted, for they are in their nature incontrovertible.

This court has no prize jurisdiction, no authority to adjudicate between the United States and the Confederate States, or the citizens of either of those States. Yet, if a claim to the vessel and cargo could have been sustained, all further jurisdiction on my part over them must have ceased, and they must have been further disposed of by competent authority, and it would have in that case been my duty to have examined into the question of prize. As the case at present stands, I am rightfully exercising jurisdiction, for the facts disclosed by the affidavits as to the actual taking of the vessel from the master and crew beyond all doubt constitute a piratical taking. The effect of upholding the plea of these captors might possibly be that, notwithstanding their gross misconduct, the vessel and cargo might be left to them. For, as his honor the administrator of the provincial government had directed the vessel and cargo to be brought into this court for adjudication, he could hardly then have resumed possession for any purpose. Impressed, then, by these strong convictions, as such a condition is dispensed with by the advocate-general, I will not myself volunteer to impose (as a condition precedent to the restoration of the property) that their owners shall give bail to answer prospective claims; for, if I am rightfully informed, the amount to be required would be at the least \$80,000, and to insist on such bail might be equivalent to a refusal to restore the property.

Unlading the vessels and the incident expenses have rendered their ratable adjustment a matter of great difficulty; a difficulty, to be sure, which might be overcome by my decreeing a particular appraisement and valuation of the vessel and cargo to be made by the marshal, and a subsequent reference to the registrar and merchants. After a careful consideration, however, of this part of the case, I think it not unjust to order that the costs and expenses (except only the costs of these claimants whose property is to be delivered to them here, which, as well as those of the advocate-general appertaining thereto, they are to pay) be paid by the owners of the vessel, leaving to them to adjust and seek repayment thereof from the shippers, insurers, and other persons chargeable therewith. If this were an ordinary case of recapture from pirates the prescribed salvage would have been one-eighth of the

value of the property, and this, on the value of the vessel alone (which, I am informed, is more than \$60,000), would have been \$7,000, and the owners of both vessel and cargo have been fortunate that they were not destroyed at sea, and so wholly lost to them. It is unnecessary to recur to the circumstances of the recapture. It suffices to remark that the taking was not, an ordinary piratical capture. It is even possible not to have been a case of piracy at all. This court would stultify itself were it to affect ignorance of what is patent to everybody, namely, that those who wrested the *Chesapeake* from the master and crew are at the present moment in the adjoining province of New Brunswick asserting that they made the capture as citizens of and parties duly authorized by the Government of the Confederate States, and that they have produced documents and proofs thereof before magistrates there, duly invested with the right to determine the validity of their claim, so far at least as affects their alleged piratical character. I allow this claim, and will decree a writ of restitution when moved, to be given to the claimants upon payment of the costs and expenses, as I have before specified.

The registrar will estimate as accurately as he can the amount which will certainly cover the whole costs and expenses to be paid, as I have directed, by the vessel, and upon that amount being paid into the Bank of British North America, the bank of deposits of this court, he will issue the writ of restitution to the owners of the vessel. And he will, by orders on the said bank, pay to the several parties entitled to receive the same such sums as he may have taxed and allowed, and the remainder, if any, he shall return to the said owners. In like manner he is to tax and allow, and cause to be paid by the claimants of that part of the cargo which has been, is, or is to be delivered here, all their costs and the costs of the advocate-general appertaining to their claims. The registrar will cause this judgment to be inserted in one of the city newspapers, and he will also cause to be printed, in the same manner as the affidavits in this cause are printed, this judgment, and also my remarks thereon of the 13th of January and 10th instant, and attach copies thereof to this judgment, and also copies of the said affidavits. And the registrar will include in his bill the charge for the printing done and to be performed in this cause against the vessel, and pay the same to Alpin Grant, esq., the printer of this court, out of the sum to be deposited, as aforesaid, in the Bank of British North America.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, transmitting statement of the first officer of ship Contest, captured by U. S. S. Alabama.

U. S. S. WYOMING,
Rhio, December 9, 1863.

SIR: On the evening of the 6th instant the chief engineer reported the condition of the auxiliary boiler to be such as to prevent its further use until repaired. As we have to depend on it for our supply of water, I returned to this place on the 7th for its temporary repair and to wait communication from our consul at Singapore. Enclosed is a report of a survey on it, which will explain more fully its condition.

As the ship has only stowage for about fifteen or eighteen days' water, it is absolutely necessary that the auxiliary boiler should be in a condition to furnish the necessary supply.

This morning I received from our consul at Singapore the enclosed statement of Mr. Babcock, first officer of the ship *Contest*, destroyed on the 11th ultimo by the *Alabama*. No other news of her has been received at Singapore up to the 7th instant.

I shall proceed to-morrow to the Gaspar Strait, thence to Batavia, where it will be necessary to make many repairs on the main and auxiliary boilers, as scarcely a day passes without a report of some new defect discovered. Enclosed is a report of the senior engineer as to their present condition.

It is with regret that, at a time when the services of the ship are so much required and so much expected of, I am compelled to report the bad condition of the boilers and of course her [in]efficiency to cruise, yet I will do everything in my power to accomplish the object of my cruise in this region.

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

D. McDOUGAL,
Commander.

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

[Enclosure.]

Copy of statement of James D. Babcock, of New Bedford.

Was chief officer of the ship *Contest*, of New York, 1,008 tons register. Left Yokohama on 13th October, bound to New York. On morning of 11th November, about 70 miles northeast of Batavia, at 10 a. m., saw a steamer abeam, bearing right down on us; about twenty minutes after she hoisted American ensign. We ran our colors up and kept on our course. In about twenty minutes more she fired a blank shot, we still keeping on our course. About 11:45, being then about 3 miles off, she hauled down the ensign, ran up the Confederate flag, and gave us a shot. We crammed on every sail we could carry, 14-knot breeze blowing, and dropped her until she got about a point on our quarter. She crammed on everything, full steam, and all hands aft to trim her. Finding us gaining, she headed up and gave us 110-pound shot, which fell about one-half mile astern.

About 12:30 the wind died away to a 6-knot breeze, when she rapidly overhauled us. From about one-fourth mile astern she fired a shot, which passed between fore and main masts, doing no damage, but we thought it time to lay to. An armed boat came off and declared us a prize of the Confederate war steamer *Alabama*, and our captain was ordered to report himself on board thereof with his papers. I, with my crew, was ordered to break out stores and provisions. We were anchored in 17 fathoms. The ship was plundered of everything valuable and we were sent on board the privateer about 7:30 o'clock p. m. They fired our ship about 9:30 p. m., then, hoisting the propeller, sailed N. B. Our officers got a waist boat to sleep in; crew kept on deck under guard. Our captain (Lucas) remained on deck first night; afterwards had berth and mess in steerage. We had one sick passenger, Mr. Nevis, of New York; he got cabin aft and messed in wardroom. Next morning our baggage was overhauled; captain allowed one small trunk and bag, officers and crew one small bag; Mr. Nevis allowed all luggage; all our money and knives taken away. Under sail until evening of 16th, when anchored off Souroutou [Serutu?] Island. Evening of 17th bark passed us; did not speak her; supposed to be English. Noon 18th sighted ship; hoisted Dutch ensign;

thought the ship was American. When about 2 miles off sent a boat on board; turned out to be English; captain agreed to take us and land us in nearest port; arrived in Batavia 28th. The ship was *Avalanche*, of Liverpool, bound to London. During the ten days we were on board were treated with the greatest kindness by captain and crew of *Avalanche*.

The *Alabama* is taunt, bark rigged, fore and main yards slung very high, carries royals, bridge forward of smokestack, has 2 black waist boats, 2 white quarter boats, and 1 stern boat; armed with two pivot guns between masts, forward, 68-pounders; aft, 110-pounder, rifled; 6 broadside, 32-pounders. She draws 13 feet forward, 15 feet aft. Magazine is about 30 feet abaft foremast, and said to be shot-proof. Crew said they had about 100 tons coal on board; were short of cabin stores; officers were messing on salt beef and rice.

Manned by 23 officers and 130 men; crew much dissatisfied, no prize money, no liberty, and see no prospect of getting any. Discipline very slack, steamer dirty, rigging slovenly. Semmes sometimes punishes, but is afraid to push too hard. Men excited, officers do not report to captain, crew do things for which would be shot on board American man-of-war; for instance, saw one of crew strike a master's mate; crew insolent to petty officers; was told by at least two-thirds of them that [they] will desert on first opportunity. Crew all scum of Liverpool, French, Dutch, etc. *Alabama* is very weak; in any heavy sea her upper works leak badly; she has a list to port that she may fight her starboard guns. Fires kept banked; can get full steam in 20 minutes. Except at muster no uniforms worn. Crew rugged; keep a lookout at foretop-gallant yard daytime; at night, two waist lookouts. Officers on duty, have cutlass and revolver; never saw Semmes in uniform; puts on sword at muster. Have given up small-arm drill afraid to trust crew with arms. While on board saw drill only once, and that at pivot guns, very badly done; men ill disposed and were forced to it; lots of cursing.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving information regarding the U. S. vessels Rappahannock and Georgia.

U. S. S. KEARSARGE,
Brest, France, December 11, 1863.

SIR: I have the honor to inform the Department that I left this port on the 5th instant on a cruise of reconnoissance in the channel, and after communicating at Queenstown and Plymouth with our consuls, and coming to off Cherbourg for information of the *Georgia*, I returned to this port on the 11th instant. From advices obtained I learned that it was doubtful whether the *Rappahannock* would go to sea for two or three weeks. Her crew, it was stated, had left to return to London.

The bark *Agrippina* returned, bound to Bermuda; had sailed the 27th ultimo from Plymouth. The steamer *Harriet Pinckney* was in dock, having landed her cargo of guns and ammunition to repair damages. I shall remain in this port, governing my movements in accordance with the advice of the enclosed letter (as per copy) to Mr. Dayton.

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

JNO. A. WINSLOW,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. KEARSARGE,
Brest, France, December 4, 1863.

SIR: I dispatched a telegram to you in answer to your letter of the 30th ultimo.

You will perceive from position that Brest is the best point for intercepting Confederate vessels in the channel, but it is necessary that I should be immediately informed of their departure by consular agents. Again, if the information conveyed by letter from Mr. Bigelow be correct that the *Rappahannock* and her consorts will rendezvous at the Azores, the chances of our falling in with her there are very favorable, but it is necessary that the information shall be reliable, as on our departure from the channel the *Georgia* and *Florida* will immediately leave port and depredate on our commerce. The best plan for us is to remain quiet, as our movements are telegraphed to the *Georgia* and *Rappahannock*, and when either of these vessels sail, or anything of importance occurs, that I shall be immediately informed of it.

I will be obliged to you to forward a copy of this letter to Mr. Adams, that instructions may issue to consuls in England. To Mr. Dudley there is no need of. No advice is necessary for him.

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

JNO. A. WINSLOW,
Captain.

HON. WM. L. DAYTON,
Envoy Extraordinary and Minister Plenipotentiary of the U. S.

*The alleged shipment of British subjects on board the U. S. S. Kearsarge.**

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, transmitting correspondence regarding the landing of refugees concealed on board that vessel.

U. S. S. KEARSARGE,
Brest, France, December 11, 1863.

SIR: I have the honor to inform you that during the last cruise of the *Kearsarge* from this port I took the opportunity of landing at Queenstown sixteen refugees who secreted themselves on board of this vessel prior to her departure from that port on the 5th ultimo. The accompanying papers afford all information of the character of that act, with the correspondence which followed.

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

JNO. A. WINSLOW,
Captain.

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

[Enclosures.]

U. S. S. KEARSARGE,
Off Queenstown, December 7, 1863.

SIR: A party of men, either by connivance of the crew or otherwise, were concealed on board this vessel on the night of her departure from Queenstown, the 5th ultimo. These men I learn were in expectation of being enlisted in the service of the United States after the *Kearsarge* had proceeded to sea, but found their mistake. To have turned them ashore at Brest would have been to open to them the temptation to

* See also letter from Mr. Dayton, pp. 498-499.

enlist on board the *Florida*. I therefore determined to leave them at Queenstown as soon as it was practicable. You will please notify Admiral Jones that I informed him that no enlistments would be made at Queenstown. I have therefore sent on shore this party, that no charge of subterfuge may be alleged in the premises.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

E. G. EASTMAN, Esq., *U. S. Consul, Queenstown.*

U. S. S. KEARSARGE,
Off' Queenstown, December 7, 1863.

SIR: I have the honor to inform you that I came to off Queenstown for the purpose of landing sixteen refugees who had concealed themselves on board this ship prior to her departure from Queenstown on the 5th of November. I learn here that an attempt has been made to magnify this circumstance for purposes unfriendly to the United States. I have therefore given to the American consul my certificate, with a representation of the circumstances by the executive officer of this ship, and I have directed the consul to hand you a copy of the same.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Rear-Admiral Sir LEWIS T. JONES,
Commanding Her Majesty's Naval Forces, Coast of Ireland.

Certificate.

I certify that the U. S. steam sloop *Kearsarge* arrived in Queenstown on the night of the 2d of November, 1863, and that on the following day I left the ship for Cork. On my return to Queenstown, accompanied by the American consul, I called upon the admiral in command, and in course of conversation reference was made to a paragraph in the papers that the *Kearsarge* had come in for the purpose of enlisting men, when I informed the admiral that I had received notice from the executive officer of the *Kearsarge* that many persons had applied to be shipped, and in response I had directed him to notify all persons that no enlistments would be made, and instructions were given in accordance.

On the night of the 5th of November, while blowing heavy and thick weather, we went to sea. On the following day report was made to me that several men had been discovered on board. Investigation showed that they had concealed themselves in the ship during the thick and rainy weather of the day and night previous, and disguised in this way had come out in the ship in hopes of enlistment in the service of the United States after the ship got to sea. The *Kearsarge* was on important duty watching the *Florida* at Brest, and it was therefore impracticable to return the men to Queenstown immediately. I directed the men to be held at Brest, in apprehension, if they were turned ashore, they would join the *Florida*, resolving as soon as the *Kearsarge* left Brest again to put them ashore at Cork. The *Kearsarge* left Brest again on the 5th of December, and, in accordance with my resolution, I have this day, the 7th of December, sent sixteen men ashore in the pilot boat *Petrel*, with a list of their names as given to the American consul.

JNO. A. WINSLOW,
Captain.

U. S. S. KEARSARGE,
Off Queenstown, December 7, 1863.

SIR: I beg leave to state, in accordance with your request, that on or about the 3d of November, 1863, several men from Queenstown came on board of this ship as applicants for enlistment in the naval service. In the absence of yourself and of any definite instructions in regard to such applications, I told the men that if they were physically qualified for enlistment they might remain on board until your return, when you would decide. Upon your return your instructions were not to enlist them. These men were accordingly sent out of the ship. Many applications of a similar nature were made, but their enlistment was in every case refused, in accordance with your instructions. During the time we were at anchor the ship was surrounded by boats filled with men desiring to enlist. Orders were given and executed not to allow them alongside. On the evening of the 5th this was the case until after dark and until the ship was underway.

The ship went to sea on the 5th November. - It was stormy and blowing hard.

In accordance with the usual custom of the ship and with the necessities of the case (as I thought), before tripping the anchor all strangers were ordered out of the ship. The master at arms, with the ship's corporal and others of the police force, executed the order, finding men stowed away in the hold, in the carpenter's locker, and elsewhere. These men were put out of the ship, in some cases by force. As soon as the ship was reported cleared the anchor was tripped and the ship went to sea. On the next day several men were discovered who were strangers on the ship. These men, probably with the connivance of some of the crew, had been so secretly concealed as to elude the vigilance of the police force. Upon receiving this information you decided to land these men at Brest, whither you were bound. These men were sent out of the ship at Brest, in accordance with this determination, but, pleading destitution, they returned and were permitted to remain on board until this morning, when they were returned at Queenstown by the pilot boat *Petrel*.

I would add that the names of these men, upon their return to the ship while in Brest, were placed upon the ship's books for the purpose of their support and comfort, they being otherwise entirely destitute.

Very respectfully, your obedient servant,

JAMES S. THORNTON,
Lieutenant-Commander and Executive Officer.

Captain JNO. A. WINSLOW,
Commanding.

U. S. S. KEARSARGE,
Brest, France, December 11, 1863.

SIR: Your letter, with enclosed memorandum, is at hand. I have just returned from a cruise of reconnoissance up the channel, and while off Cork landed sixteen men who had secreted themselves on board the *Kearsarge* some time prior to her departure from Queenstown, the 5th ultimo.

I learned from the consul at Queenstown of the seizure of this act by secession agents to make capital of, and left with him originals of the enclosed letter, which will afford you all information in the premises.

I would beg leave to say that, so far as my action is concerned in this case, I was so particular as even to send ashore an American seaman (Boston born), lest it might be said that I had not dealt faithfully.

I should be pleased to receive your views on consideration of this subject, with any information relating [thereto].

It is to be regretted that the daily papers could not publish the facts and disclose the plot of secession agents to prejudice the public mind.

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

JNO. A. WINSLOW,
Captain.

Hon. CHAS. FRANCIS ADAMS,
*Envoy Extraordinary and Minister Plenipotentiary
of the United States, London.*

Order of the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to forward report of circumstances of alleged violation of the foreign-enlistment act.

NAVY DEPARTMENT, *December 29, 1863.*

SIR: The alleged violation of the foreign-enlistment act of Great Britain by the *Kearsarge*, by shipping British subjects at Queenstown for service in the U. S. Navy, has been made the subject of complaint by the Government of Great Britain. I transmit herewith a copy of a note addressed to Mr. Adams, on the 30th ultimo, by Earl Russell, giving the statements that have come to the knowledge of her Majesty's Government respecting the matter. Your especial attention is invited to the note, and the Department directs that you will report to it, without delay, all the circumstances connected with the matter in question, with such explanation as the case may require.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge, Brest.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, referring to previous correspondence regarding the shipment of men for that vessel at Queenstown, Ireland.

U. S. S. KEARSARGE,
Brest, France, February 19, 1864.

SIR: I have the honor to acknowledge receipt of the letter of the Department covering a communication from Earl Russell to Mr. Adams, on the subject of certain men alleged to have been enlisted on board this ship at Queenstown.

My letter to the Department of December 11, 1863, marked No. 17, with enclosures, being copies of those sent to Mr. Adams, will afford all information on the subject, and I beg leave to inform the Department that Mr. Adams, in reply, has expressed his full satisfaction of the course adopted.

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

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. consular agent, Oherbourg, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the C. S. S. Georgia.

U. S. CONSULAR AGENCY,
Oherbourg, December 12, 1863.

SIR: I beg to confirm my letter of the 9th instant.

The object of these lines is to inform you that the *Georgia* filled her water tanks yesterday, 11th, and that this day, 12th, she coaled.

From the unusual bustle on board I am led to infer an early departure. I will telegraph to you when it takes place.

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

EDOUARD LIAIS,
Consular Agent.

Captain JOHN A. WINSLOW,
Commanding the U. S. S. *Kearsarge*, Brest.

Letter from Commodore Wilkes, U. S. Navy, to the Secretary of the Navy, complaining of injustice done him in his (the Secretary's) annual report in regard to his detaining the U. S. S. Vanderbilt in the West India Squadron.

WASHINGTON CITY, December 11, 1863.

SIR: To my great surprise, in your official report to the President, to be laid before Congress, I find my name placed before the country as the cause of the noncapture of the rebel privateers by the detention of the *Vanderbilt* in the West Indies in terms impugning my character as an officer. Justice to myself and family demand that I should not keep silence under the imputation so undeservedly cast upon me. I shall therefore repel the charge in a few words, though I regret that it is impossible for me in a letter like this to enter into details and show why the piratical rovers were not captured in the West Indies; but my correspondence with, and my urgent entreaties often repeated to, the Department to send me the necessary force in fast and effective vessels contain my full justification. The failure to capture these vessels in the West Indies is to be attributed solely to the want of that force. The blame, therefore, does not rest with me, but elsewhere.

Upon my return in July last I reported immediately to you, as ordered, and requested to know why I was relieved. You replied, "Policy," and gave me to infer from your remarks that it was through the action of the British Government and the influence that had been brought to bear upon you. This induced me to call upon the Secretary of State, who assured me that my whole course of conduct had met with the approval of the State Department, and neither diplomacy nor policy had anything to do with it. Not a word of disapproval have I ever received, either verbally or in writing, from the Department about the detention of the *Vanderbilt*. My surprise was therefore great when I learned it through your public report. You will undoubtedly recollect that upon my return in the *San Jacinto* in December, 1861, I stated to you a plan for protecting our treasure ships and commerce in the West Indies, anticipating, as I then did, that many of them would be captured and burned, and that this could be obviated by a flying squadron to be composed of not less than twelve fast steamers. It was not until nine months afterwards (September, 1862) that you informed me that you

intended to adopt it and place me in command. I received orders on the 7th of that month (September) to take four vessels of the James River flotilla, which had been under steam for months and were inefficient in many respects. With these, after a few days, and with few repairs, I was hurried off. Two other vessels then in the West Indies were also to join me, and a promise that as soon as others more effective could be got ready they would be sent to join me, among which the *Vanderbilt* was designated.

The activity of this small squadron (anything but a flying squadron) of efficient vessels, through the energy and perseverance of its officers and crews, is well known, resulting as it did in the entire breaking up of the business of Nassau, and holding in check blockade runners, about which the English press made so great an outcry. Instead of the *Vanderbilt* joining me immediately, as I anticipated, she made two unsuccessful cruises after the *Alabama* in the North Atlantic (during the last of which the *Alabama* was already in the West Indies), and the *Vanderbilt* did not reach the West Indies for five months, and was then sent to act independently of me within my command. When I met her Commander Baldwin showed me, as admiral and commander in chief of the West India Squadron, his orders, according to the usage of the service, when I deemed it my duty and for the best interest of the Government and the objects to be attained to take her as my flagship to enable me to perform the duties assigned me—my flagship, the *Wachusett*, having entirely broken down, and the *Juniata*, which was to have replaced her, not heard from.

If the *Vanderbilt's* orders had been to proceed directly to the coast of Brazil, and I had detained her, I might have been to blame, whereas I only carried out your orders, which read: "When you are perfectly satisfied that the *Alabama* has left the Gulf or West Indies for some other locality, you will proceed along the coast of Brazil," etc. It was therefore not my detention of the *Vanderbilt*, but your own orders that were carried out, for the certainty of the *Alabama's* departure was not known in St. Thomas until the last of May or first of June, and as soon thereafter as the necessary repairs could be completed and coal taken in the *Vanderbilt* was sent in pursuit, viz, June 13, under instructions from me to carry out the orders from yourself, with some suggestions I deemed might be useful. It is believed that the movements of the *Alabama* were known in St. Thomas before they could have been anticipated in Washington. No vessel could have been more active in the search for the marauder than the *Vanderbilt* was while my flag was flying on her. When I took her under my command she was incapable of making the cruise you had pointed out, and Commander Baldwin was of opinion that she would be obliged to return to New York within twenty or twenty-five days for repairs, but I thought otherwise, and that her repairs might be effected in ten days at Key West, whither I sent her. The repairs were partially made and I was enabled to have her fully equipped and repaired afterwards at St. Thomas, and I made a large addition to her officers, crew, and marines from my squadron, without which she could not have been efficient to perform the cruise. All these facts are shown by the record of the vessel, and were stated in my dispatches to you.

The *Vanderbilt* was not detained a day beyond the limit you had prescribed. I am well satisfied that had you looked into the merits of the case you would have awarded credit to me instead of impugning my character as an officer. I was empowered by naval laws and usages to retain the *Vanderbilt* if in my judgment I considered it my

duty, and I took the responsibility. To have permitted her to cruise among and in company as her commander might think fit would have disorganized my squadron and created great discontent among the officers, and, further, would have prevented that joint action of a fleet so essential to the successful attaining of the desired object.

The whole evidence of what the squadron under my command accomplished is contained in my written dispatches now on file in the Navy Department, and I therefore respectfully request that this letter, with my correspondence during my cruise in the West Indies, may be laid before Congress for my full justification and to show the true cause—want of vessels both in numbers and efficiency—why the *Alabama* and *Florida* were not captured while in that sea.

I am, very respectfully, your obedient servant,

CHARLES WILKES.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, in regard to the detention of the U. S. S. Vanderbilt in the West India Squadron while under his command.

NAVY DEPARTMENT, *December 15, 1863.*

SIR: Your communication dated the 11th instant was received yesterday, in which you express surprise at that part of my annual report which refers to your disregard of the orders of the Department to commander C. H. Baldwin, of the *Vanderbilt*, and to your seizure and detention of that vessel, thereby defeating the plan and purpose of the Department for the capture of the *Alabama*.

That you actually took possession of the vessel and detained her until the 13th of June in derogation of the instructions of the Department, and in opposition to the opinions and wishes of the officer to whom she was intrusted, are not matters of issue between us. If stating these facts is impugning your character as an officer, your acts should have been different to have insured commendation.

Your letter touches on various subjects, but I am not to be drawn from the question at issue and led into the discussion of the irrelevant matters you have introduced. That you might have captured the *Alabama* could you have had steamers enough to make it certain I do not question. That you were constantly asking for more vessels, even after you had taken possession of the *Vanderbilt* in derogation of the orders of the Department, and in bad faith to Rear-Admiral Farragut retained the *Oneida* and the *R. R. Ouyler*, is admitted.

You had under your brief command, including the steamers improperly detained, sixteen vessels. My report did not censure you because you did not capture the piratical rovers, or for any neglect or delinquency in that respect. You were sent to the West Indies with such force as the Department, in the exercise of its judgment and in view of its duties in other respects, thought proper to place under your command on the cruising ground assigned you, but the *Vanderbilt* was not a part of that force, nor was she limited to the West Indies. When, therefore, you transcended your authority and interposed yourself between the Department and another officer on other duty independent of your command you took upon yourself a responsibility that was wholly inex-

cusable. Your conduct was mentioned in my report in as few words as possible, and with no more censure than a plain, brief statement of the facts conveyed.

I have no recollection of your advice for twelve fast steamers to compose a flying squadron to guard the treasure ships, which you claim to have recommended in 1861, yet I do not question that you made the suggestion. As strange and impracticable, though perhaps not as extravagant, propositions were made by others. One moment's reflection should have satisfied them and you that we had not, in 1861, these twelve fast steamers to spare, nor armament nor men sufficient for the pressing necessities of an efficient blockade. Two years have since elapsed, and the only treasure ship captured was one on an outward voyage while you were in the vicinity. I made no allusion to this subject in my report, nor to your failures in any respect, nor am I now to be diverted from the true question in issue by complaints and speculations as to what you would have done under certain circumstances. You prevented the orders of the Department from being carried into execution elsewhere. At our different interviews the policy of relieving you was a subject discussed and on which you manifested much solicitude. I expressed my gratification that, while there had been some matters of irritation, I thought that you, in your intercourse with the colonial and naval authorities, had acquitted yourself in a manner that would be justified and sustained. Much of the discontent manifested I attributed to the result of prejudice, growing out of previous transactions. The subject of the capture of the *Peterhoff* and *Dolphin* was reviewed with the difficulties then pending in consequence of the seizure of those vessels. In regard to the *Vanderbilt*, you attempted to justify yourself on the ground that you had not a sufficient force; that while in the West Indies she, being a superior steamer to any of your command, you had made use of her as an efficient vessel for your purpose; that she was in no condition to carry out the instructions of the Department to Commander Baldwin; that you had repaired her and put her in the best state in your power, but that in your opinion she would break down in one month. You expressed your belief that the *Alabama* would not proceed in the direction indicated by the Department, but that the great object of herself and consorts was the capture of the treasure ships, and you had no doubt they would soon return and be committing depredations in the West Indies.

When you attempt to tell me it was not you who detained the *Vanderbilt*, but my orders that were carried out, it is proper I should inform you that I never authorized you to interpret my orders to Commander Baldwin or to interfere in their execution. The instructions in relation to the *Vanderbilt* were confided not to you, but to that officer.

I did not anticipate that you would be so far unmindful of your duty as to interrupt the explicit orders of the Department and defeat its plans; in doing it you were guilty of a grave offense, which has been treated with great forbearance in relieving you and reporting your conduct in that respect to the country.

The request that your letter, with your correspondence during your cruise in the West Indies, may be laid before Congress for your full justification, and to show that the true cause why the *Alabama* and *Florida* were not captured while in that sea, I shall not comply with, not only because the request is unusual and improper, but because there is no such issue. Whatever may have been the causes of your failure to capture those vessels in the West Indies is not relevant to the question of dereliction of duty. You took the responsibility of detaining the

Vanderbilt from her destination and failed, notwithstanding that assumption. In detaining her you defeated the plan of the Department, and must not think to escape the consequences of your conduct by any pretext or claim that you would have succeeded in another quarter had you not been disappointed. The fact must stand by itself, unconnected with other matters.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore CHARLES WILKES, U. S. Navy,
Washington, D. C.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, transmitting correspondence with the British and United States officials in the port of Cape Town, Cape Colony.

U. S. S. MOHICAN,
Cape Town, December [16], 1863.

SIR: I herewith enclose to the honorable Secretary of the Navy a letter received from the captain of the port, marked A; also a copy of my letter to his Excellency the governor of this place, with his answer, marked B. I would here state that it was absolutely necessary for me to remain in port for a few days to make repairs and obtain information of the movements of the piratical vessels.

I also enclose a copy of my letter to our consul, with his answer.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

[Enclosures.]

A.

PORT OFFICE,
Cape Town, December 11, 1863.

SIR: I beg to inform you that under the provisions of a proclamation of his Excellency the governor respecting the arrival and departure of Federal and Confederate vessels of war in and from the ports of this colony, it is enacted that any of these vessels shall not remain in such ports for a longer period than twenty-four hours, unless under special circumstances, and in such cases a special authority from his Excellency must be obtained for remaining in port for a longer period.

I have the honor to be, sir, your most obedient servant,

H. WILSON,
Port Captain.

O. S. GLISSON, Esq.,
Commanding U. S. Corvette Mohican.

U. S. S. MOHICAN,
Cape Town, December 12, 1863.

SIR: I have received a communication from the captain of the port, ordering the *U. S. S. Mohican* out of this harbor within twenty-four

hours unless an especial permit is granted for her to remain longer. I have some necessary repairs to make on the boilers and machinery of this vessel, and shall also want coal. This will require about one week in this harbor. I hope your Excellency will remove this restriction, so as to enable me to accomplish the above objects. I have not visited any English port for thirteen months.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

His Excellency Sir PHILIP B. WODEHOUSE,
Governor of Cape Colony, etc.

B.

COLONIAL OFFICE,
Cape Town, December 12, 1863.

SIR: I am instructed by his Excellency the governor to acknowledge the receipt of your letter, dated 12th instant, requesting that the restriction imposed on your stay here by the port captain may be removed, and to inform you, in reply, that no objection exists to your remaining in port for such time as may be necessary for the execution of repairs, or for taking on board the coals needed, and that instructions have been issued to the port captain accordingly.

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

LOUIS A. SERRURIERS,
For the Colonial Secretary.

Captain O. S. GLISSON,
U. S. S. Mohican.

U. S. S. MOHICAN,
Cape Town, December 11, 1863.

SIR: I have this moment anchored in this harbor, and am in chase of the *Alabama*, *Georgia*, and *Tuscaloosa*. Will you do me the favor to give me all the information in your possession in relation to the movements of these piratical vessels? My boat is at your service and I shall be glad to welcome you on board of the *Mohican*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

WALTER GRAHAM, Esq.,
U. S. Consul, Cape Town, Cape of Good Hope.

U. S. CONSULATE, CAPE TOWN,
Cape of Good Hope, December 16, 1863.

SIR: Your letter of the 11th instant was duly received, and I now proceed to supply the required data in relation to the movements of United States war vessels and Confederate privateers on this coast:

July 27.—The *Alabama* arrived on the coast.

July 28.—The *Rover* reports her at Cape Town. The same day the *Alabama* enters Saldanha Bay.

August 4.—The *Atlas* reports her there.

August 5.—The *Alabama* captures the *Sea Bride* at the entrance of Table Bay, and afterwards comes to anchor in the harbor. In the night her Majesty's steamer *Valorous* comes around here to Table Bay, from Simon's Bay, by order of the governor.

August 7.—The *Sea Bride*, which has been standing off and on near the scene of her capture, disappears.

August 8.—The *Tuscaloosa*, alias *Conrad*, enters Simon's Bay.

August 9.—The *Alabama* goes around to Simon's Bay; she boards the American bark *Martha Wenzell*, but lets her go because she is 1 mile inside the headlands of False Bay.

August 15.—The *Alabama* and *Tuscaloosa* leave Simon's Bay.

August 16.—The *Georgia* arrives there.

August 17.—The *Tuscaloosa* and *Sea Bride* are seen at Saldanha in company with the *Alabama*.

August 19.—They all leave that place. The same day the governor, ignorant of this, sends the *Valorous* there to order them off.

August 23.—The *Tuscaloosa* and *Sea Bride* arrive at Angra Pequena, and the former commences to discharge cargo.

August 27 and 28.—Several American merchantmen, which had been blockaded, make their escape from Table Bay and Simon's Bay, though the *Georgia* was at the latter port.

August 29.—The *Georgia* leaves Simon's Bay. (No more heard of on this coast.)

August 30.—The *Vanderbilt* enters Simon's Bay at 10 o'clock a. m. Learning from the pilot that the *Georgia* had just left, she started in pursuit.

August 31.—The *Tuscaloosa* leaves Angra Pequena on a cruise. (No positive information about her since.)

September 3.—The *Vanderbilt* returns to Simon's Bay.

September 7.—She sails for Cape Agulhas and afterwards for Mauritius.

September 11.—The *Alabama* returns from Angra Pequena to Simon's Bay to coal.

September 12.—The *Sea Bride* leaves Angra Pequena for Madagascar with two-thirds of her cargo.

September 15.—The *Alabama* leaves Simon's Bay. (No authentic information of her after.)

September 21.—The *Vanderbilt* arrives at Mauritius.

October 8.—She leaves that place.

October 22.—She arrives here in Table Bay and is refused coal.

October 23.—About this date the *Earl of Mar and Kelly* (British) sails for Aberdeen from Angra Pequena, with half the *Tuscaloosa's* cargo.

October 25.—The *Vanderbilt* leaves here for Angra Pequena.

October 31.—She captures the *Saxon* (British) with the other half [of] the *Tuscaloosa's* cargo.

November 1.—She seizes 250 tons of coal on Penguin Island, which was sent there by the Confederate agents, and proceeds on her cruise.

December 15.—Intelligence received here from Madagascar of the arrival of a vessel corresponding to the *Sea Bride*, and that the cargo was being sold and the vessel up for sale.

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

WALTER GRAHAM,
U. S. Consul.

Captain O. S. GLISSON, U. S. Navy.

[Telegram.]

MARE ISLAND, CAL., *December 16, 1863.*

(Received at Washington 7:30 p. m.)

Narragansett sailed on the 11th for Victoria on special service.*C. H. POOR,
*Comodoro.*HON. GIDEON WELLES, *Secretary Navy.*

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the arrival of that vessel at Cape Town, Cape Colony, from a cruise in search of Confederate vessels.

U. S. S. MOHICAN,
Cape Town, December 19, 1863.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port after cruising for thirty-one days between the Cape of Good Hope and Rio without seeing or hearing anything of the piratical vessels. We have one report at this place that the *Georgia* has arrived at Cherbourg, in France, and that the *Alabama* has gone north. Another report is that the *Alabama* is in the East Indies. The reports are so conflicting that it is almost impossible to know what to do. If she has gone to the East Indies she will soon be chased out of that sea by the *Wyoming*.

I shall leave this port this day on a cruise, touching at St. Helena, island of Trinidad, and return to Rio about the 25th of January, 1864, where I hope to get some authentic information of the pirates, so that I can go in chase of them. The boilers of this ship are getting so bad that it will be impossible to follow up the vessels much longer. The day previous to our coming out this port, with only 11 pounds of steam on, we blew a hole in the port boiler and were compelled to haul the fires and to remain one week in this port for repairs. I herewith enclose you a letter from the chief engineer of this ship, showing the state of the boilers, which are such that it is not safe to go so long a voyage as to the East Indies.

I am very respectfully, your obedient servant,

O. S. GLISSON,
*Captain, U. S. Navy.*HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *December 21, 1863.*

It is believed that a design exists to seize some of the outgoing steamers from New York. During the next ten days, commencing to-morrow, you will have stationed one armed steamer at Throgs Neck and another at Sandy Hook or just below the Narrows, as most convenient, with orders to arrest and detain every steamer not having a pass from the U. S. marshal of New York, Robert Murray.

GIDEON WELLES,
*[Secretary of the Navy.]*Rear-Admiral PAULDING,
Commandant New York Navy Yard.

* See letter from Acting Rear-Admiral Bell, January 9, 1864, p. 583.

Letter from the U. S. consular agent at Oherbourg, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the preparation of the C. S. S. Georgia.

U. S. CONSULAR AGENCY,
Oherbourg [France], December 21, 1863.

DEAR SIR: I beg to confirm my letter of the 19th instant.

The *Georgia* has just taken on board 90 tons English coal from a French vessel.

I am informed by one of the mechanics of the dockyard, employed at the repairs of the *Georgia's* machinery, that the performance of their work will require one more week.

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

EDOUARD LIAIS,
Consular Agent.

Captain JOHN A. WINSLOW,
Commanding U. S. S. *Kearsarge*, Brest [France].

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the cruise of the flagship Powhatan.

FLAGSHIP POWHATAN,
Havana [Cuba], December 23, 1863.

SIR: I have the honor to report the arrival of this ship on the 22d instant, for the purpose of procuring an outboard delivery valve to replace one that had been lost on the passage out. I shall proceed hence to Key West to put this valve in its place, the ship having been kept light for that purpose, and return to Cape Haitien [Haiti], probably by the 10th of next month.

In the passage to Havana the circuit of the island of Haiti was made and its principal ports visited.

At Porto Plata the Spanish troops were confined to the fort by the insurgents. The town, being adjacent to the fort, had been destroyed by one or both parties, the better to attack or defend the place. There were no consuls or foreign residents and no shipping at that port.

At the city of San Domingo, in communicating with our consul, he reports no American vessels there, except the steamer *Tubal Cain*, of New York, under English colors. The people dwelling outside the walls of this city had been driven in by the Dominicans, or had joined them. The Spanish troops, except in large force, were unable to go into the country. Our consul had no complaints to make, and speaks in high terms of the present Spanish governor.

At Aux Cayes there was but little American commerce.

At Port au Prince, in company with our commissioner, Mr. Whidden, I visited President Geffrard.

At the different ports of Haiti three fine Spanish steam frigates were met with. Their captains were very prompt and cordial in extending more than the usual ceremonies and courtesies to the flag.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the arrival of that vessel at St. Thomas, West Indies, from cruising in search of Confederate vessels.

U. S. S. VANDERBILT,
St. Thomas [West Indies], December 23, 1863.

SIR: I have the honor to report the arrival of this ship here on the 21st instant.

I sailed from Bahia on the 4th instant and proceeded to Pernambuco, where I remained two days, and then went on to Fernando de Noronha, where I communicated with the shore. At neither of these places has any further information been received of privateers.

I crossed the line in 31° W., and, keeping as much as possible in the track of homeward-bound ships, spoke some, but got no news.

Arrived at Barbados on the 19th; communicated with our consul without anchoring, but obtained no information. I communicated with our consul at St. Pierre on the morning of the 20th and came on here. I am now employed coaling, and as I see by the late English newspapers another privateer has got away from Calais, and also quite a number of fast blockade runners have or are on the eve of starting for Bermuda and Nassau, I have decided to take in more coal than I had intended and on my way to New York go first off Nassau for a few days, as I shall get off there at the best time—that is, when there is no moon. From Nassau I propose going off Bermuda and cruise there as long as my coal will last, and then go to New York. I hope the Department will approve this course.

I shall be employed in getting boilers in sufficiently good shape for some days, but shall probably get away by the 1st January.

I enclose copies of my last communication from Bahia, and have the honor to be, respectfully, your obedient servant,

O. H. BALDWIN,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, transmitting report of board of survey regarding coal taken by that vessel from Penguin Island, Africa.

U. S. S. VANDERBILT,
St. Thomas [West Indies], December 23, 1863.

SIR: I have the honor to enclose the report of the officers appointed a board of survey to report upon the amount and value of the coal taken on board this ship from Penguin Island (Angra Pequena) and supposed to belong to the rebel privateer *Alabama*.

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

O. H. BALDWIN,
Commander, U. S. Navy.

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

[Enclosure.]

U. S. S. VANDERBILT,
At Sea, November 11, 1863.

SIR: In obedience to your order of the 10th November, 1863, appointing us a board of survey to decide upon the quantity, quality, and

value of the coal taken at Penguin Island (Angra Pequena) for the use of this ship, we have well considered the matter, and have to report as follows:

We believe the quantity to have been about 293 tons, at which conclusion we arrived by the number of bags, 5,128, and the average weight of the bags, 128 pounds. We believe the coal to be of that quality known as the Hartley coal, and inferior for use in this ship to the Cardiff coal.

Judging of its value from its inferiority to Cardiff coal, and the price paid for the latter at Cape Town, we think that \$13 per ton would be a fair estimate of its value, that being also the price charged at Cape Town for coal of the same quality, and at which place there were large quantities of the different kinds of coal.

Very respectfully, your obedient servants,

JOSEPH D. DANIELS,
Acting Lieutenant, U. S. Navy.

JOHN GERMAIN,
Chief Engineer.

JAMES E. TOLFREE,
Acting Assistant Paymaster.

Commander C. H. BALDWIN, U. S. Navy,
U. S. S. Vanderbilt.

Report of the commandant navy yard, New York, regarding stations assigned to U. S. steamers Vicksburg and Peterhoff.

NAVY YARD, NEW YORK,
December 23, 1863.

SIR: Under the Department's order of the 21st instant, the *Vicksburg*, Lieutenant-Commander Braine, is stationed at Sandy Hook, where she will remain until relieved. The *Peterhoff*, Acting Volunteer Lieutenant Pickering, will this day be stationed at Throgs Neck, in the sound.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

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

[Telegram.]

NAVY DEPARTMENT, *December 26, 1863.*

The U. S. marshal says that vessels entering New York are stopped by guard ship at Throgs Neck. Inward-bound vessels need not be stopped at either point.

GIDEON WELLES,
Secretary Navy.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding convoy of California steamers.

FLAGSHIP POWHATAN,
Havana, December 28, 1863.

SIR: The *Rhode Island* has been reported so defective in a part of her engines as to be unable to keep way with the California steamers, although she meets them as usual at the island of Mariguana.

The returning ships with treasure pass now by the same route.

I beg, therefore, to suggest, if the Department intends to continue this convoy, that a steamer be sent to take the place of the *Rhode Island* while her defects are being made good at a Northern port.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Neptune ordered.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the arrival of flagship Powhatan at Key West for repairs.

FLAGSHIP POWHATAN,
Key West, December 29, 1863.

SIR: I have the honor to report the arrival of the *Powhatan* at Key West for some slight repairs and for coal, after completing which I shall leave for Matanzas and Cape Haitien.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Sanford, U. S. Navy, to proceed to the West Indies.

NAVY DEPARTMENT, December 29, 1863.

SIR: As soon as the U. S. S. *Neptune* is ready for sea proceed with her with all practicable dispatch to the West Indies and report to Acting Rear-Admiral James L. Lardner for duty in the squadron under his command. The coal depot for the squadron is at Cape Haitien [Haiti], where you may find Acting Rear-Admiral Lardner or obtain information of his movements.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JOS. P. SANFORD, U. S. Navy,
Commanding U. S. S. *Neptune*, New York.

Order of the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the interception of the U. S. S. Rappahannock.

NAVY DEPARTMENT, December 28, 1863.

SIR: The Department has received your letter of the 3d instant, enclosing copy of a communication addressed to you by the assistant secretary of legation at Paris relative to the *Rappahannock*.

You must exercise your discretion and best judgment in such steps as you may take to intercept the *Rappahannock* or other rebel vessels.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge, Brest, France.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Bell, commanding Pacific Squadron, regarding measures of protection for the city of San Francisco.

NAVY DEPARTMENT, December 31, 1863.

SIR: Californians visiting the Department have expressed much anxiety with regard to the safety of that city (San Francisco) from sudden attack from sea, and for the purpose of allaying their fears and giving greater security to that important city the Department would be glad if you could so arrange your force as to keep one of your vessels constantly there.

The *Waterloo*, Commander F. K. Murray, will sail in the course of ten days or a fortnight to join your squadron, and it is contemplated to dispatch another steamer to you at an early day.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron, Panama, New Granada.

Letter from C. A. Stetson, esq., to the Assistant Secretary of the Navy, requesting protection for the sound steamers.

ASTOR HOUSE,
New York, December 31, 1863.

DEAR SIR: The sound captains are anxious that a steam war vessel should be stationed off Montauk, or so placed as to command the entrance to the sound.

They say that their vessels and passengers, with valuable cargoes, might be captured in one night; that New London, Stonington, etc., would be burned; that the vast interests on the sound are entitled to protection.

Thus, in brief, without argument or reasons, though they be as thick as blackberries, I, at their request, present this business. Pray send a good vessel down there.

Ever yours, truly,

C. A. STETSON.

G. V. FOX, Esq.,
Assistant Secretary of the Navy, U. S. A.

Report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, acknowledging receipt of sailing orders.

U. S. S. NEPTUNE,
Off Navy Yard, Brooklyn, January 4, 1864.

SIR: I have the honor to acknowledge the receipt of orders, dated December 29, 1863, to proceed with the *Neptune* as soon as she is ready for sea to the West Indies and report to Acting Rear-Admiral James L. Lardner for duty in the squadron under his command. I expect to sail to-morrow for destination.

The delay in not sailing earlier is owing to some necessary work being done upon the engines.

It was my impression, till to-day, that I had acknowledged the receipt of my sailing orders the day of their receipt.

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

J. P. SANFORD,
Commander, U. S. Navy.

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

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Tioga, of the capture by that vessel of a suspicious schooner near the Bahama Islands.

U. S. S. TIOGA,
Off Great Bahama Island, January 4, 1864.

SIR: This morning at 10 o'clock, while lying off S. W. point of Great Bahama Island, a schooner was reported in sight, and shortly afterwards was distinctly seen coming down before the wind, heading about N. W. As soon as we started in chase she hauled by the wind, heading toward S. E. point. On coming within range a blank cartridge was fired to bring her to. Mr. Brisco boarded, and reported her as having on board a cargo of salt, liquors, coffee, arms, shoes, and cigars, bound from Nassau to Havana. I have seized her on the grounds that she was out of the route for vessels bound to the southward from New Providence; that her cargo is manifestly contraband of war and of export in Havana, not import; that she hauled her wind when chased, evidently with the intention of getting within the limits of foreign jurisdiction to evade capture; and also that information received by me points to her as one of five schooners which have been preparing to run the blockade from Nassau. The master's assertions about having been obliged to stand off to the northward in consequence of calms, etc., which he made to me, are untrue, as during the past night the *Tioga* was hove to off the Isaacs, when it blew a moderate breeze. The *Tioga* and her prize were over 5 miles from the nearest land at the time of the capture by bearings and estimated gun range, and was about 85 miles to the northward of the port of clearance, standing directly for the blockaded coast, about Indian River.

The captain, when first boarded, pretended that he could not speak English, but he has since been able to express his views fluently.

I am, very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Lieutenant-Commander, U. S. Navy, Commanding U. S. S. *Tioga*.

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

Letter from Messrs. Revely & Co. to Messrs. E. D. Morgan & Co., New York, regarding depredations committed by the O. S. S. Alabama in the vicinity of the East India Islands.

FENANG [STRAIT OF MALACCA], January 7, 1864.

DEAR SIRS: The overland mail from Europe, now ten days overdue, still keeps out, and in the absence of intelligence from that quarter considerable excitement has been occasioned here by the further depredations of the rover *Alabama* in this neighborhood, and an account of which we have thought might prove of interest.

The captains and part of the crews of the American ships *Sonora*, of Newburyport, 707 tons, and *Highlander*, of Boston, 1,049 tons, arrived here on the 30th ultimo in boats (after being assisted on their way by several vessels), and report that they left Singapore on the 17th idem on the way to Akyab. [British Burmah] in ballast, to fulfill rice charters for Europe, under which they were engaged, and that on the morning of the 26th, while weighing anchor about 10 miles east of the North Sands light-ship, in the Strait of Malacca (about latitude 3° N., longitude 101° E.), they were overhauled by the steamer *Alabama*, whose officers reported that they were in search of both ships, having been informed of their movements, and having in fact been watching them on the previous days. The crews were removed to the *Alabama*, by whose commander the chronometer, all charts, nautical instruments, etc., were confiscated, and the ships were then fired and destroyed. The captains of the two vessels only were allowed to come on board. The captain of the *Highlander* was allowed water; the other boats, three in number, were turned adrift without food or water, and have not since been heard of. The captains (having subsequently united in the boat which arrived here) brought with them first and second officers of the *Highlander* and six of her crew and the first officer of the *Sonora*. The third officer of the *Highlander* was drowned while hauling up the boat to a French bark bound for Madras, which picked up the company and brought them some distance on the way. All the above, with the exception of the captain of the *Highlander*, were sent on to Calcutta on the 31st ultimo by the U. S. consular agent here per steamer *Ocheduba*. They were informed on board the *Alabama* that that vessel had destroyed on the day previous (25th ultimo) a bark lately under American colors and called the *Texan Star*, but at the time of capture sailing under British flag and having British register and hailing from Maulmain as the *Martaban*. We are informed by her agents here that the bark was laden at Maulmain with rice for Hongkong by Mr. Abraham Cohn, and that the cargo was British property. It was reported on board the *Alabama* that the captain of the *Martaban* had unfortunately kept a copy of his letter to his owners advising them that he had changed the flag to avoid risk of capture, upon sight of which document the bark was at once fired.

The *Alabama*, when last seen, at noon of the 26th ultimo, was going off at full speed in the direction of Acheen Head. Her captain stated that he expected that his acts in this quarter would draw the *Wyoming* back from Java, where he supposed her then to be, and that he would thus be enabled to pass around Sumatra and have a second cruise in the Strait of Sunda. The *Alabama*, having recently repaired and coaled in Singapore, was prepared for a three or four weeks' cruise.

The captain of the *Sonora* saw a Singapore pilot boat lashed to the *Alabama's* davit, and recognized a dubash on board whom he had frequently seen in Singapore. This prow was seen standing back in the direction of Singapore on the following day.

The *Sonora* was owned by Messrs. J. M. Oushing & Co., of Newburyport, and the *Highlander* was owned by Messrs. E. D. Peters & Co., of Boston. * * *

American ships have been brought into disfavor by the state of affairs above described, and local offices refuse to take any risks under the flag. * * *

We remain, dear sirs, yours, faithfully,

REVELY & Co.

Messrs. E. D. MORGAN & Co.,
New York.

Report of the commandant navy yard, New York, transmitting request from Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, for the use of a tug in New York Harbor.

NAVY YARD, NEW YORK, *January 9, 1864.*

SIR: I enclose a communication from Lieutenant-Commander Braine, commanding U. S. S. *Vicksburg*, stationed at the Narrows to examine outward-bound vessels, and in accordance with his representations I have authorized him to employ a small steam tug, if he shall find it necessary, on the best terms he can procure one.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

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

[Enclosure.]

U. S. S. VICKSBURG,
Off Stapleton, Staten Island, January 7, 1863[4].

SIR: In reply to the communications referred to me by you I have to state that the U. S. S. *Vicksburg* now lies off Stapleton, Staten Island, in a convenient position to speak or board all vessels proceeding to sea. I beg leave to bring to your notice that the floating ice will soon render it impossible for me to board steamers without great risk, and perhaps loss of life. A small tug would render the duty (now fatiguing and dangerous) comparatively easy.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

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

Report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, of the departure of that vessel for the West Indies.

U. S. S. NEPTUNE,
Off Navy Yard, Brooklyn, January 9, 1864.

SIR: I have the honor to inform the Department that I sail this a. m. for the West Indies, obedient to my orders of December 29, 1863.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, of the rumored fitting out at Victoria, Vancouver Island, of a Confederate privateer.

U. S. FLAGSHIP LANCASTER,
Acapulco, Mexico, January 9, 1864.

SIR: On my arrival here on the 7th instant I received a communication from Commodore Charles H. Poor, at San Francisco, stating that General Wright, commanding the Department of the Pacific, had addressed a letter to Captain Selfridge, commandant of the navy yard at Mare Island, informing him that the commanding officer of the Department of Oregon had communicated to him that the American consul at Victoria, Vancouver Island, had information of a privateer fitting out at that port for the purpose of capturing the steamers carrying treasure on this coast, and begging that the *Saginaw* might be sent up as soon as possible to watch her movements and prevent her getting to sea. Captain Selfridge referred the letter to Commodore Poor, as the senior officer present. As soon as the *Narragansett*, then under repairs, could be made available, Commodore Poor dispatched her to Victoria, with instructions to Commander Woodworth to obtain from the U. S. consul all the information possible in regard to this affair. Should he find the statement true, Commander Woodworth has instructions to prevent such vessel from getting to sea, or capture her, if possible, when it can be done without the infringement of neutral rights.

To fill up the complement of the crew of the *Narragansett*, sailors and marines were transferred to her from the *Saranac* and the navy yard. She sailed from San Francisco December 11, 1863. It is a most fortunate circumstance that the *Narragansett* was at San Francisco, the only available ship to perform this duty. I would most respectfully urge on the Department to either annul the order to send the *Narragansett* to Boston or furnish me with another vessel to supply her place. I would also respectfully suggest the expediency of having at all times a small steamer, under the direction of the commandant of the navy yard, ready to be dispatched at a few hours' notice whenever a similar occasion arises. The want of a vessel so prepared may be of incalculable injury to the mercantile interests of our western coast.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

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

Letter from the U. S. consul at Havre, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding proposed attack upon that vessel by the O. S. steamers Georgia, Florida, and Rappahannock.

U. S. CONSULATE,
Havre [France], January 9, 1864.

SIR: I beg to say that it has come to my knowledge that a letter was received here yesterday in town, from one of the lieutenants of the *Georgia*, stating that it was the purpose of the commanders of the *Georgia*, the *Florida*, and *Rappahannock* to rendezvous at some convenient and opportune point for the purpose of attacking the *Kearsarge* after she has left Brest.

I thought it proper to state this to you, although of course you will best know how much importance to attach to the information or to the purpose.

I am, sir, with much respect, your obedient servant,

JAMES O. PUTNAM,
U. S. Consul.

COMMANDER OF THE U. S. SLOOP OF WAR KEARSARGE.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, in relation to the observance of neutrality in connection with Spanish disturbances on the island of San Domingo.

FLAGSHIP POWHATAN,
Cape Haitien [Haiti], January 15, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch of November 28, referring to a recent communication addressed to the Secretary of State by Mr. Tassara, minister plenipotentiary of her Catholic Majesty, in which it is represented that the Spanish Government has reason to apprehend that expeditions have departed or may depart from the United States to engage or mingle in the war which is raging in a portion of the island of San Domingo.

The directions of the Department shall be carried out with the intention and vigilance that the subject demands.

I take the occasion to state that no reports have reached me of any vessels of our countrymen being engaged in violating the neutrality laws to the injury of the contending parties in this island. But it is well known that many from the English ports of Nassau and Turk's Island [Bahamas] are engaged in the business. One of them, a noted blockade runner between Charleston and Nassau, has been lately captured by the Spaniards.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the arrival of that vessel at Rio de Janeiro, Brazil, transmitting correspondence with the U. S. consul at James Town, St. Helena, regarding movements of Confederate vessels.

U. S. S. MOHICAN,
Rio [de Janeiro], January 16, 1864.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port from the Cape of Good Hope, having touched at the islands of St. Helena and Trinidad. Enclosed you have a copy of my letter to our consul, with his answer, in which you will see that the *Alabama* is in the East Indies.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

[Enclosures.]

U. S. S. MOHICAN,
James Town, St. Helena, December 29, 1863.

SIR: I have this moment anchored in this harbor, and am in chase of the *Alabama*, *Georgia*, and *Tuscaloosa*. Will you do me the favor to give me all the information in your possession in relation to the movements of those piratical vessels? My boat is at your service, and I shall be glad to welcome you on board of the *Mohican*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

GEO. GERARD, Esq.,
U. S. Consul, St. Helena.

CONSULATE OF THE UNITED STATES OF AMERICA,
St. Helena, December 30, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday's date.

In answer, I am sorry it is not in my power to give you such information as you might desire to assist you in the chase of the piratical vessels you alluded to.

As to the *Alabama*, however, Captain Conn, of the British ship *Alma*, from Java, reported at this consulate on the 18th instant that on the 26th October last, latitude $10^{\circ} 28' S.$, longitude $102^{\circ} 4' E.$ (Greenwich), he was boarded by the *Alabama*, and he was informed by the boarding officers that their intention was to cruise in the Chinese waters.

I take this opportunity to thank you for your polite invitation to visit your ship, which invitation I accepted yesterday.

I am, sir, your obedient servant,

G. GERARD,
U. S. Consul.

Captain O. S. GLISSON,
Commander of the U. S. S. *Mohican*.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of collision of that vessel with the American ship Grey Eagle, and of supposed whereabouts of U. S. S. Georgia and bark Tuscaloosa.

U. S. S. MOHICAN,
Rio [de Janeiro], January 16, 1864.

SIR: I have to report to the honorable Secretary of the Navy that on the 14th January, 1864, we came in collision with the American ship *Grey Eagle*. All the particulars are embraced in the reports of the officers of the watch, marked A, and the report of the surveying officers, marked B. Everything was done that officers and men could do to prevent the collision. The moment the alarm was given every officer and man sprang to the deck, without waiting to put on their clothes, to be in readiness to render assistance, and I have never seen more coolness displayed than was shown on this occasion.

If there is any blame to be attached to any person it rests on the master of the *Grey Eagle*, for he surely should have luffed his ship instead of keeping her away. This accident took place in latitude $22^{\circ} 11' S.$, longitude $39^{\circ} 39' W.$

It will cost to repair damages, as per survey, about \$400. I hope to have all repairs complete in the course of a week.

It is reported that the *Georgia* is at Cherbourg [France]. The *Tuscaloosa* is yet supposed to be on this coast. As soon as I learn that she has left the coast I shall leave for Philadelphia.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the movements of that vessel in view of the preparation of the U. S. S. Florida for an early departure from Brest, France.

U. S. S. KEARSARGE,
Brest, France, January 16, 1864.

SIR: I have the honor to inform the Department that the *Florida* came out into the roads on the 26th ultimo, making every preparation for an early departure, as it was reported. In accordance with my advice to the Department, to sail in advance of her, I left three days afterwards, and have continued until to-day cruising about the mouth of the different entrances to this port or seeking shelter in the bays of the island of Ouessant [Ushant]. Yesterday, by message sent to the American consular agent, I learned that the trial trip of the *Florida* on the 8th instant had been very unsatisfactory, and as a consequence various modifications had been directed, which would occupy a still longer period before she could be ready for service.

I learned also that most of the officers had again been changed. Commander Barney had been relieved by Commander Morris.

On receiving this information I determined to enter port, take a supply of water, as our condensers were a little out of order, and proceed immediately to Cadiz for provisions. I would state to the Department that neither beef, pork, tobacco, nor some other articles of the rations can be procured here, and it is only by a frugal management that our supplies have lasted. The blockade has, however, exhausted all but twelve days' provisions.

I shall leave to-morrow for Cadiz, provision, and return as soon as practicable. I have reason to think that the rebel cruisers will view our departure as again returning to blockade, or to reconnoiter in the channel.

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

JNO. A. WINSLOW,
Captain.

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

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the arrival of that vessel at New York from cruising in search of blockade runners.

U. S. S. VANDERBILT,
New York, January 17, 1864.

SIR: I have the honor to report the arrival here of this ship.

I had last this honor from St. Thomas [West Indies], under date of December 23, a duplicate of which I enclose

I left St. Thomas on the morning of the 1st instant, and, as I then reported, went off Nassau.

At daylight of the 6th instant, being then about 20 miles east of the Hole in the Wall light, lying to, made a steamer about 7 miles distant; gave chase, when she altered her course a little, but rather crossing my bow. This enabled me to gain on her until I opened on her with my forward rifle; the shots fell short, but she immediately commenced throwing overboard bales of cotton, of which in all I think she must have thrown nearly, if not quite, 200 bales.

After this I gained little, if any. My last shot, however, fell close alongside her wheelhouse, after which she increased the distance, being enabled to go close round a reef through the green water, which this ship's draft would not permit.

We carried all the steam (18 pounds) which the chief engineer thought was safe in the miserable state of our boilers. I continued the chase until the steamer was well up to Douglas Channel [New Providence], leading to Nassau. I afterwards picked up 50 bales cotton, several wrecking schooners having got the balance.

I would respectfully ask what disposition I shall make of these 50 bales cotton, and also 1 bale of wool, taken from on shore at Angra Pequena, and supposed to be part of the cargo of the American bark *Conrad*, the cotton not being ordinary prize, but found floating.

The steamer was, say, 900 tons, small side-wheels and two smokestacks. I think after she lightened she went fully 13 knots, the water being very smooth. Had our boilers not been so far run down we should have caught her readily.

I now shifted my station to a point, say, 120 miles north of Abaco, in the track from Wilmington [N. O.], in order to have a larger run in case of seeing another, which I did in the forenoon of the 10th instant, making her smoke, say, 25 miles off, and went for her, but in a few minutes, when we had only got the steam up to 14 pounds, one of the forward boilers gave way badly in the lower part, half filling the fire room with boiling water, but fortunately not scalding any of the firemen.

We went on with the three boilers, but gained but little on her. In the course of three hours we succeeded in driving a wooden wedge in, which it was thought would stand, and went on again full speed, gradually getting steam up to 22 pounds. We now gained on her fast, and at sunset she was but, say, 7 to 8 miles distant, but the night being dark we lost her, though we kept on her supposed course till 12:30 o'clock, having chased 200 miles. This vessel seemed a duplicate of the other, and I think after dark lowered her smokestacks.

The comparatively high steam we carried caused the bottoms of the boilers to leak badly, and also the starboard shaft to open perceptibly, and in the latter part several of the tubes gave way.

Although rather disheartened by this nonsuccess, I kept in the neighborhood for two days longer, when, my stock of coal getting low, I went on nearly to Wilmington, but saw nothing, and thence on here.

Had the *Vanderbilt's* boilers been anything like what they were when she left home, now a year since, we should have readily caught both those steamers; for although they were very fast, yet, when in order, the *Vanderbilt* could beat either of them from 2 to 2½ miles per hour. At the time of both chases the water was as smooth as a river, which, of course, was greatly to their advantage.

The times of 130 of my crew are out; about 60, including petty officers, have still some time to serve.

Should this ship be required for immediate service, it is the opinion of the chief engineer she can be thoroughly repaired within two months (by working at night also) if put in the hands of one of the large works. In that case she should be in the neighborhood of the shop.

As I presume a survey on the state of her boilers and shaft will be ordered, I think it unnecessary to go into detail of her repairs. The engine and ship otherwise are in good order.

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

O. H. BALDWIN,
Commander.

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

Order of the Secretary of the Navy to Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, to return to the United States from Bahia, Brazil.

NAVY DEPARTMENT, January 18, 1864.

SIR: On the receipt hereof, return with the U. S. steam sloop *Mohican* to Philadelphia, by the way of the West Indies. After leaving the West Indies you will go off Nassau and Bermuda, but not enter either of those places, and cruise until you have only sufficient coal to take you to your port of destination.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain O. S. GLISSON,
Commanding U. S. S. *Mohican*, Bahia, Brazil.

Instructions from the Secretary of the Navy to Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding cruise in search of O. S. S. Alabama and other Confederate vessels.

[Confidential.]

NAVY DEPARTMENT, January 18, 1864.

SIR: As soon as the U. S. steam sloop *Sacramento* is ready for sea, proceed with her in search of the piratical vessels now afloat and preying upon our commerce.

You will first visit the Western Islands, then the Cape Verde [Islands], and from the latter direct your course to Brazil, touching at such points on the coast as you may think advisable for the purpose of seeking information relative to the movements of the privateers or pirates.

From the coast of Brazil you will continue on to the Cape of Good Hope. There you will be likely to obtain such facts in reference to the movements of the *Alabama* and her consorts as will guide you in determining whether to continue to the eastward or to return north.

You will bear in mind that the principal object of your pursuit is the *Alabama*. If on arriving at the cape you shall ascertain that the *Alabama* has returned to the Atlantic, and there are no other piratical vessels in the vicinity of the cape or to the eastward of it, you will go no farther east, but return to the European coast and there cruise until

the Department otherwise orders. On the contrary, should you ascertain that the *Alabama* has not passed the cape on her way back to the Atlantic, or has not been destroyed, or should you obtain no certain information in regard to her, you will proceed to the eastward in search of her, and follow her wherever she may go, whether in the East Indies, China seas, or Pacific waters.

Keep the Department constantly advised of your movements, past and future. Be careful to preserve this order or any other important ones of the Department, as well as your proposed movements, from publicity. Such orders and such information get to the papers frequently and the rebels reap the benefits thereof.

Enclosed herewith is a sealed communication for Captain Glisson, commanding the *Mohican*, which you will take charge of and leave at Bahia, Brazil, unless you should fall in with that vessel before reaching that port.

I transmit to you by mail a package of general orders of the Department, together with a copy of the neutrality proclamation of Great Britain.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain HENRY WALKE,
Commanding U. S. S. Sacramento, Boston.

Letter from the U. S. minister at Paris, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding proposed attack upon that vessel by the U. S. S. Florida upon departure from Brest, France.

LÉGATION DES ÉTATS-UNIS,
Paris, January 20, 1864.

DEAR SIR: I have been advised from London that some seventy men have recently been sent from England to France, and, as it is believed, for Brest. I presume you have already learned that the crew of this vessel has been filled up in whole or in part, but I think it best to advise you of the above fact. The journals are stating that the captain of the *Florida* has given you notice that early in next month he will fight you off the French coast. I do not attach much importance to these newspaper statements, but should anything of the kind be in contemplation and you need additional men, do not permit anything heretofore written to you to interfere with your enlisting them if they can be had. The *Georgia* and *Florida* will probably join forces. The *Rappahannock*, now at Calais, will not be permitted to take arms or ammunition aboard before she sails. I have the express assurance of this Government for that.

What is the force of your vessel as compared with the aggregate force of the *Florida* and *Georgia*? Have you received any such notice from the *Florida* as intimated; and if so, do you consider it a serious offer?

Respectfully, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge.

[Telegram.]

NAVY DEPARTMENT, *January 20, 1864.*

Withdraw the steamers from the Hook and Throgs Neck.

GIDEON WELLES,
*Secretary of the Navy.*Rear-Admiral PAULDING,
Commandant Navy Yard, New York.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, denying rumor of proposed attack upon Johnson's Island, Lake Erie.

U. S. S. MICHIGAN,
Erie, Pa., January 23, 1864.

SIR: I have taken means to ascertain the truth of statements in the newspapers in relation to a force of rebels congregated at Point Pelée, Canada, with intention of attacking Johnson's Island [Ohio]. I deem it proper to inform you that there is no foundation for such a report.

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

J. C. CARTER,
*Commander, U. S. Navy.*Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the immediate departure of that vessel for a cruise to the Azores Islands in search of U. S. S. Rappahannock.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, January 23, 1864.

SIR: I sail to-day, wind and weather permitting, for the Azores and a cruise, which I propose to extend to the Canaries, returning to Cadiz for stores in April.

On the 10th instant I received information that there was a probability of the rebel steamer *Rappahannock's* leaving Calais [France], in February and proceeding to the Azores for the purpose of obtaining her military stores, etc., from the British bark *Agrippina*, which was loaded at London. On informing our minister, Mr. Harvey, of it, and of my intention of proceeding to those islands, he requested me to delay my departure until he had communicated with the Portuguese Government on the subject. This he has done, and in a note just received requests me to carry out my original intentions, which I shall proceed to do with all dispatch.

Officers and crew are all well.

Very respectfully, your obedient servant,

GEO. HY. PREBLE,
*Commander, U. S. Navy.*Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, forwarding information of the capture by U. S. S. Alabama, in the East Indies, of the American ships Sonora and Highlander and British ship Martaban.

U. S. S. WYOMING,
Whampoa [China], January 21, 1864.

SIR: On the 24th ultimo I had the honor to report my arrival at Manila and that I should proceed to the port of Cavité [Philippine Islands], the Spanish naval depot, for repairs on the machinery. Prior to my leaving for that place I made application to the Spanish admiral, Don F. Pavia, to permit the repairs to be made there. He without hesitation granted permission and gave orders that every facility should be granted us in making our repairs, which was done. Through the American consul I expressed my thanks to the admiral for the prompt and friendly manner he had extended toward us the facilities of their naval depot, not only in the repairs, but in replenishing our bunkers with coal, which could only be obtained from the Government depot.

On examination it was found necessary to take up the pipes taking water to the boilers for repairs, some of which had to be partially replaced with new. The repairs were completed on the 10th. On the 12th I left for Hongkong and arrived on the 16th, thence to this place for the repairs of the boilers, the auxiliary boiler in particular, as it entirely failed us on our passage over from Manila. Enclosed is a report of Mr. Inch, first assistant, in charge of the repairs done at Cavité and those being done here.

Just on the eve of leaving Manila an English steamer arrived from Singapore, reporting the arrival of the *Alabama* at that place on the 21st ultimo, sailing on the 24th, after taking in supplies, etc. She proceeded westward through the Malacca Strait, where, on the 26th, she destroyed the American ships *Sonora* and *Highlander*, also the British ship *Martaban*, formerly the American ship *Texan Star*. The latest information I have received was that she was heading under steam and sail for Acheen Head, the western end of the island of Sumatra. Enclosed are extracts of the Singapore Strait Times, of the 2d and 10th instant, giving accounts of her captures after leaving Singapore.

Since my arrival here I learned that some time since the rebel agents, Cumming, Beaver & Co., of Singapore, had made application to Cooper & Co., of this place, to dock the *Alabama* in case she arrived. I was also informed that they were expecting her. I also learned through a friend at Hongkong that the above firm (Cumming, Beaver & Co.) had given Captain Semmes letters of introduction to an English house in Hongkong, with a request they would show him every attention should he arrive.

From other sources I learned that twenty-five of his men deserted at Singapore, and that when he left his crew amounted to about ninety-five.

Considerable excitement exists in the English community in Hongkong in regard to Semmes's burning the *Martaban*, and I doubt much, should he visit these waters, whether he would receive the sympathy and countenance he has received at the Cape of Good Hope and Singapore; certainly not from the leading houses.

The repairs on our boilers will be completed this week, when I shall sail for Macao.

The *Jamestown*, I understand, sailed from Yokohama on the 26th December.

Officers and crew all well.

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

D. MCDUGAL,
Commander.

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

Letter from the U. S. consul at Havre, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving further rumors of the proposed attack upon that vessel by the O. S. steamers Rappahannock and Florida.

U. S. CONSULATE,
Havre [France], January 25, 1864.

DEAR SIR: I beg to state that I am this morning in receipt of another letter from Mr. Morse (U. S. consul at London), who states that the steward of the *Rappahannock* was at Sheerness [England] yesterday (22d) to say good-bye to his family, and said that he must go back, as the *Rappahannock* would go out on Sunday (24th) to join the *Florida* to attack the *Kearsarge*.

I send it to you for what it is worth. A private messenger to me from Mr. Morse states that he knows the *Rappahannock* received guns last week.

I hope my letters will not give you annoyance, as they arise from a desire to possess you of all the rumors that can be of interest.

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

JAMES O. PUTNAM.

Captain JNO. A. WINSLOW,
Of the Kearsarge.

P. S.—Since the foregoing was written I learn that two Whitworths arrived here last Wednesday from Liverpool for the *Florida*. Their gun carriages are at this moment on the dock in this city.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the flagship Powhatan.

FLAGSHIP POWHATAN,
Cape Haitien [Haiti], January 27, 1864.

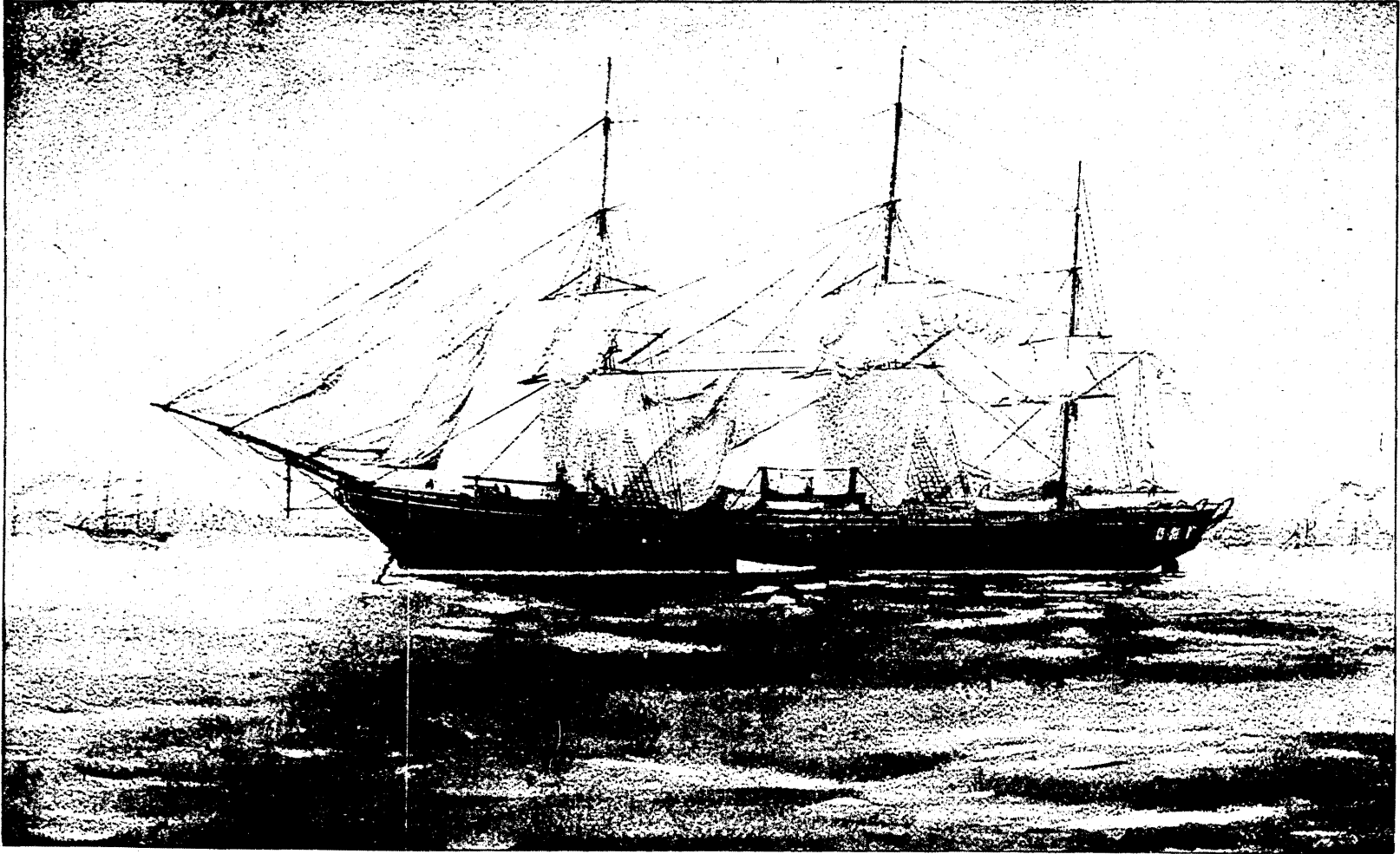
SIR: I report the *Powhatan* at this port since the 13th instant, to sail on the 1st of February for the Windward Islands and return to Cape Haitien by the latter end of that month.

It will be necessary in March to go to Key West for provisions and other supplies for the squadron.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.



UNITED STATES STEAMER WACHUSETT.

Order of the Secretary of the Navy to Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, transmitting confidential instructions regarding cruise of that vessel.

NAVY DEPARTMENT, *January 27, 1864.*

SIR: You will proceed in company with the U. S. ironclad steamer *Sangamon* to Port Royal, S. C., towing her and affording other assistance when necessary. After discharging this duty, you will proceed to execute the confidential instructions herewith enclosed.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander N. COLLINS,
Commanding U. S. S. Wachusett, Philadelphia.

[Enclosure—Confidential.]

NAVY DEPARTMENT, *January 27, 1864.*

SIR: The U. S. steam sloop *Wachusett*, under your command, is designed as the relief of the U. S. steam sloop *Mohican*, cruising on the coast of Brazil, and you will proceed thither from Port Royal [S. C.] after accompanying the *Sangamon* to that port.

Your object will be the protection of the rights and property of American citizens on the coast, and especially the guarding of American commerce against the depredations of piratical cruisers now or that may be set afloat. You will be vigilant in the performance of this duty, and should the *Alabama* or any of her consorts visit the coast of Brazil, use your best exertions to overtake and capture them.

The coast of Brazil and as far south as the La Plata, the islands of Fernando de Noronha and Trinidad and others adjacent to the coast, will embrace your cruising grounds. It is not designed that you should leave these limits unless in pursuit of some piratical vessel known to be not far distant. You will remain on the coast until the Department otherwise orders.

Keep the Department advised of your proceedings, and be careful that your proposed movements are not made public at the ports you visit, as the publication of such information is frequently of great advantage to the piratical cruisers. Communications for you will be directed to Bahia [Brazil].

I transmit to you by mail a package containing the general orders and circulars of the Department. Enclosed is a sealed order for Captain O. S. Glisson, commanding U. S. steam sloop *Mohican*, which please take charge of and leave at Bahia should you not fall in with him before reaching that port.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander N. COLLINS,
Commanding U. S. Steam Sloop Wachusett, Philadelphia.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of the marked attentions received by himself and officers from the ruling powers of Italy.

U. S. SHIP CONSTELLATION,
Naples, January 28, 1864.

SIR: It is my pleasant duty to inform you of the continued demonstrations of ruling powers and people of the Kingdom of Italy toward our country and its officers.

His Royal Highness Prince Humbert (Umberto), heir apparent to the throne, has accorded to myself and officers a presentation at his court, and given us all very marked attentions. In the course of conversation he, with many expressions of admiration of its advancement and greatness, signified his desire and intention of visiting the United States, probably in the spring. And as he repeated it with much appearance of sincerity, I would most respectfully request you to present the matter to the honorable Secretary of State and his Excellency President Lincoln, as it has been suggested by persons versed in the matters of the court that an invitation from the President, through our minister at Turin, or the usual channel, would certainly be gratifying to the prince and King.

I remain, very respectfully, etc., your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. G. WELLES,
Secretary Navy, Washington.

Report of Commander Perry, U. S. Navy, commanding U. S. storeship Fredonia, of the departure from Callao, Peru, of a vessel carrying arms and ammunition.

U. S. STORESHIP FREDONIA,
Callao, January 29, 1864.

SIR: A person called M. H. Penny, hitherto always claiming to be a British subject, and known here generally to be such, has been enabled, through some of his friends, to suit his present views, to satisfy the consul at this port that he is a citizen of the United States, purchased an old iron steamboat, belonging formerly to the English Steam Company, who had her built in England, and on the strength of a certificate given him by the consul of his being the owner and an American citizen, hoisted the American flag on her. Suspicions being raised as to her movements, the government of this place ordered the captain of the port to go on board and search said vessel ere she left. This was done by said official, accompanied by the U. S. secretary of legation and consul's clerk, when it was found she had on board two rifled cannon, ammunition, and some boxes of sabers, all of which were landed. She was detained here for a few days for want of an American who could take charge of her as captain, but on the night of the 11th, this difficulty having been overcome, she left this port cleared for Payta and Guayaquil.

As this vessel is evidently gone on some unlawful business I deem it my duty to inform you that she has no papers beyond the certificate of ownership alluded to. I understand she intends to stop at Payta [Peru], take there armament and men, and after leaving port will haul

down the American flag to hoist the one which may suit the owner best. I remonstrated to the consul and to the U. S. minister for allowing her to carry the flag, as also told them she should not be permitted to depart. My wishes were not attended to. Not having the means to enforce my desire, I was compelled to remain a passive looker-on.

This steamer, formerly called the *New Granada*, and latterly *Bernardino*, is now styled the *Go Ahead*. She is iron built, side-wheels, has two masts, and of about 500 to 600 tons; is by no means a very fast boat. She is supposed to have on board several boxes of muskets stowed away under her coal.

Being confined to my bed when the last mail left, I was unable to advise you of this event earlier.

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

ROGER PERRY,
Commander, U. S. Navy.

CHARLES H. BELL,
Acting Rear-Admiral, U. S. N., Comdg. Pacific Squadron.

Order of the Secretary of the Navy to Commander Guest, U. S. Navy, commanding U. S. S. Galatea, to report to Acting Rear-Admiral Lardner for duty in the West India Squadron.

NAVY DEPARTMENT, *January 30, 1864.*

SIR: As soon as the U. S. S. *Galatea* is ready for sea proceed with her to the West Indies and report to Acting Rear-Admiral James L. Lardner for duty in the West India Squadron. The coal depot for this squadron is at Cape Haitien, where you may find Acting Rear-Admiral Lardner, or learn something of his movements.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander JOHN GUEST, U. S. Navy,
Commanding U. S. S. Galatea, New York.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of intended departure from Rio de Janeiro, Brazil, in search of U. S. bark Tuscaloosa.

U. S. S. MOHICAN,
Rio [Brazil], February 2, 1864.

SIR: I have to report to the honorable Secretary of the Navy that I have completed the repairs of this ship as recommended in the survey that I forwarded to the Department in my dispatch dated January 16, 1864.

It is reported that the *Tuscaloosa* is cruising to the southward of this port. I shall therefore sail in the morning in that direction on a cruise, and before I return to this place communicate with Buenos Ayres, Montevideo, and St. Catharine's, and should I get no information of this piratical vessel I shall then cruise to the northward, touching at

all the Brazilian ports to the northward of Rio, and as soon as I learn that she is not on the coast I shall leave for Philadelphia and probably reach that place about the 15th of April.

My officers and crew continue to enjoy good health.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy. -

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, transmitting further information from London and Paris regarding proposed attack upon that vessel by Confederate cruisers.

U. S. S. KEARSARGE,
Cadiz, Spain, February 4, 1864.

SIR: I have the honor to enclose copies of letters received from Mr. Dayton at Paris and our consul at London, with my response. I have no means of verifying the information, but I deem it prudent to borrow two guns from the *St. Louis*, if I should fall in with her, as the *Kearsarge* can very well carry them.

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

JNO. A. WINSLOW,
Captain.

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

[Enclosures.]

U. S. CONSULATE,
London, January 21, 1864.

MY DEAR SIR: I have learned that the rebel privateers now in French ports, but more especially the *Florida*, are being carefully prepared to capture the *Kearsarge*, if possible. Besides the 80-pounder Whitworth rifled guns which the *Florida* had on board, she this week received from an English yacht two steel Blakely rifled cannon with steel-pointed elongated shot to fit them. These guns were taken to Dieppe from the English coast, I think from Newhaven, by steamer and put on board the yacht there, and taken thence to Brest by the yacht and put on board the *Florida*.

I learn also that the *Florida* is very heavily armed and manned. About 150 [men] have been sent to her from this country within the last two or three weeks. I hear also from pretty good authority that there is a very strong desire and determination on the part of the rebel leaders in Europe to take her, and that large bounties will be offered to the crew of the *Florida* in addition to half the value of the prize, if they will fight desperately and take her—the *Kearsarge*.

The papers of this morning say that the *Kearsarge* has been challenged to a fight 6 miles outside by the *Florida*, the action to take place early in February. If there be any truth in the rumor, the time may be set to enable the *Alabama* (which is expected at Brest in about two weeks), the *Rappahannock*, and *Georgia* to take a part in the encounter and also to enable the *Florida's* men to be well drilled. All this may be known to you, and Captain Winslow, of the *Kearsarge*, may, before this time, have been apprised of what I have stated above.

If so, I shall be much gratified. If not, I leave all to your discretion as to what shall be done. But allow me to suggest that Captain Winslow be at once informed of the very careful preparations that are being made to meet him. If he is cruising off the port of Brest, I suppose the only way to reach him promptly will be to dispatch a faithful messenger with letters, giving him full and detailed information in regard to the subject. As they think they have the best long-range guns that can be anywhere procured, Whitworth and Blakelys, they feel confident they can easily disable her at long range and make her surrender or carry her by boarding.

Is the *Kearsarge* shorthanded; and does she want men? If so, American seamen should be sent to her if they can possibly be procured. It will not be against the laws of this country to send him Americans, and perhaps some can be got in Liverpool.

Very truly, yours,

F. H. MORSE.

J. O. PUTNAM,
U. S. Consul, Havre, France.

LEGATION OF THE UNITED STATES,
Paris, January 26, 1864.

SIR: To prevent any possible mistake, I send you another copy of a letter enclosed to you last week. It will explain itself. I am advised, too, that the *Rappahannock*, as well as the *Georgia*, is now ready for sea. That she has at the present moment a crew of about sixty men only, its complement to be taken on board just before sailing. Our consul at London believes, too, that she is armed, notwithstanding the promises of this Government.

Everything occurring warns you to be on your guard.

I am, sir, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. *Kearsarge*.

P. S.—If you need men, let nothing which has occurred heretofore prevent your shipping them. Telegraph consuls at Havre, London, and Liverpool when and where you will receive them.

D.

U. S. S. KEARSARGE,
Cadiz, Spain, February 4, 1864.

SIR: I have the honor to acknowledge receipt of copy of your communication to Mr. Dayton, affording information of the supposed design of the Confederate cruisers, with other contents. Although preparation is essential, I am, however, not disposed to endorse all the papers may say of what is to be done by rebel cruisers. First, I know nothing of a challenge, and inasmuch as we had been for some time blockading Brest, and our business is to intercept the *Florida* and other rebel cruisers, I can't see the necessity of printed bombast, when at any moment they desire, a meeting with this ship can be had. Again, in response to a communication of Consul Putnam, in which he informed me of having seen a letter from a lieutenant of the *Georgia*, expressing

the intention of rebels to combine for the capture of the *Kearsarge*, I stated to him that no obstacle would be thrown in the way of the *Georgia's* and *Florida's* junction if such intention was honest.

Some repairs to the machinery of this ship will detain us longer here than I anticipated, and I can not expect to arrive in Brest before the 18th instant.

With my thanks to you for your information,
I am, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

F. H. MORSE, Esq.,
U. S. Consul, London.

P. S.—Should we find on our return to Brest that the *Florida's* armament and crew have been increased, it would be no longer prudent to permit her to join the *Georgia*.

[Endorsement.]

To accept or send a challenge would be to recognize the pirates on terms of equality, elevating them and degrading our own.

[GIDEON WELLES.]

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron.

FLAGSHIP POWHATAN,
St. Thomas, February 6, 1864.

SIR: I have the honor to report this ship at St. Thomas; all well.
Very respectfully, your obedient servant,

J. I. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the detention of that vessel by adverse wind.

U. S. S. WACHUSETT,
Delaware Breakwater, February 7, 1864.

SIR: On the 4th instant we got underway with the ironclad steamer *Sangamon* in tow. After proceeding scarcely a mile the wind from the southward increased so much that Lieutenant-Commander Miller requested to return to this anchorage. I complied with his request.

We are again underway with the *Sangamon* in tow. The wind is light from the northward; weather cloudy.

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

N. COLLINS,
Commander.

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

Report of Commander Hilton, commanding U. S. steam transport Western Metropolis, of the capture by that vessel of the steamer Rosita, from Havana.

ON BOARD U. S. S. WESTERN METROPOLIS,
New York, February 8, 1864.

SIR: I have the honor to report that on the 28th day of January, 1864, on my passage from New Orleans to New York, when in latitude 24° 47', longitude 83° 57', fell in with and boarded a suspicious-looking steamer sailing under British protection, called the *Rosita*, from Havana.

Her papers being very irregular, and having every indication of being a blockade runner, I transferred her officers and crew on board my ship and placed them under guard, and put on board a prize master and crew and took her in tow to Key West, Fla. On arrival delivered up the steamer, with officers and crew, to the proper authorities of that Department for adjudication.

I have the honor to be, your obedient servant,

WM. B. HILTON,
Commander U. S. S. Western Metropolis.

HON. SECRETARY OF THE NAVY,
Washington, D. C.

P. S.—Please find herewith a list of the officers and crew of the steamship *Western Metropolis* at the time the aforesaid capture was made.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the arrival of that vessel at Port Royal, S. C.

U. S. S. WACHUSETT,
Port Royal, S. C., February 12, 1864.

SIR: I have the honor to report the safe arrival here yesterday of this ship with the U. S. ironclad steamer *Sangamon* in tow, having made the passage from Cape Henlopen in three days and twenty hours. We were favored with good weather during the entire voyage.

As soon as the repairs to the engines (a list of which is enclosed) are completed I will proceed to carry out your confidential orders* of the 27th January last.

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

N. COLLINS,
Commander.

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

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Fayal, Azores Islands.

U. S. STEAM SLOOP SACRAMENTO,
Horta Roads, Fayal, February 12, 1864.

SIR: I have the honor to report the arrival of the U. S. S. *Sacramento* at this port on the evening of February 11th instant, nine days

* See p. 593.

from Boston. This may be considered a fair passage in favorable weather for this vessel. As a seaboard she is easy and manageable. Her engines also (with the exception of an occasional delay for a few minutes to tighten bolts on crank pins and crossheads) run satisfactorily, propelling us at the rate of 10 to 12½ knots an hour, under a moderate pressure of steam.

I can not obtain any information of rebel cruisers in this vicinity.

I will sail from this place on my cruise in a few days, or as soon as we can coal and overhaul our engines.

Quite a number of our crew are sick, but improving. Herbert K. Pike (ordinary seaman) died and was buried at sea on the 9th instant. His certificate of death and accounts are forwarded to their respective bureaus.

I found the U. S. ship *St. Louis* here at anchor; she will sail for Madeira in two or three days with dispatches.

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

HENRY WALKE,
Captain, U. S. Navy.

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

[Telegram.]

HALIFAX, NOVA SCOTIA, *February 12, 1864.*
(Received at Washington 4:40 p. m.)

Suspicious steamer cruising off harbor past three days; reported to be Confederate vessel, watching for *Chesapeake*.

M. M. JACKSON,
U. S. Consul.

HON. W. H. SEWARD,
Secretary State.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of arrival of that vessel at the Azores Islands, bearing dispatches from the Portuguese Government directing the civil governors to prevent the outfitting of Confederate privateers within their jurisdictions.

U. S. SLOOP OF WAR ST. LOUIS,
Fayal [Azores], February 14, 1864.

SIR: Agreeably to your communication No. 3 I sailed from Lisbon for these islands on the 24th of January, intrusted with dispatches to the civil governors of St. Michael, Terceira, Fayal, and Funchal, from the Portuguese department of state, directing those officials by all the means in their power to prevent the outfitting of rebel privateers, or, as the document styled them, "those pirates," and "the enemies of the United States" within their jurisdictions.

On the 28th, when four days out, though favored by fair winds, we were passed about midway on the passage by the Portuguese Government steamer *Mindello*, which was dispatched from Lisbon two days after us, on the same errand. The following evening a brig-rigged steamer passed across our stern, standing to the S. W., but so far to windward we were unable to ascertain her character.

On the 1st of February I anchored at Ponta Delgada, St. Michael, saluted the city and our consular agent, Mr. Hickling, and delivered

the dispatch to the governor. Our consul (who, with his father, has occupied that post since the revolution) informed me we were the third United States man-of-war that had ever anchored there, the *Tuscarora* and *Kearsarge* being the others, and that we were the first to salute the city.

On the 2d I left for Terceira, where, finding it unsafe to anchor, I sent in a boat with the dispatch, standing off and on until its return. The same evening we ran into these roads, but deeming it imprudent to anchor on account of the sea and weather stood out again, and did not get to anchor until the 6th, when I landed a large mail for the island and delivered the dispatch to the governor in person. We found here the *Mindello*, which had already been to Terceira, and I exchanged visits with her commander, who said he wished to impress upon me that he was ordered over here expressly on our account and for our benefit, and that another vessel was equipping, which would be sent over on his return to Lisbon. Exasperated, no doubt, by the indifference of the *Alabama* to neutral obligations when she outfitted and received her armament at Terceira, the Portuguese Government have behaved very handsomely in this matter.

The governor of Terceira, in consequence of these instructions, has forbidden steamers to be coaled at that island unless bonds are given that the vessel is not intended to run our blockade. This order has caused an English merchant named Dart to send a cargo of coal, already in harbor at Angra, to St. Michael.

On the evening of the 11th we were gratified by the arrival of the *Sacramento*, Captain Walke, bringing Boston newspapers to February 2, a whole month in advance of the Portuguese mail.

To-morrow I intend sailing for Madeira to deliver the remaining dispatch, and shall thence proceed to Teneriffe.

Since our arrival here a Portuguese brig came in from Brazil, which unfortunately sailed again before the rumor reached me. She reported that February 2, when in latitude 35° and longitude 35°, a brigantine-rigged steamer, having two yellow funnels and showing an English ensign, steamed all around her, and then, apparently satisfied with her examination, went off in pursuit of a bark to the westward.

Not having heard from the Department concerning William P. McIntosh, seaman, and taking into consideration his long confinement, on leaving Lisbon I released him a prisoner at large, and he is now at his duty.

Officers and crew are all well. The surgeon's daily report exhibits "no sick."

Very respectfully, your obedient servant,

GEO. HY. PREBLE,
Commander, U. S. Navy.

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

Instructions from Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Commander Hopkins, U. S. Navy, commanding U. S. S. Saginaw, regarding cruise in Mexican waters.

U. S. FLAGSHIP LANCASTER,
Acapulco, February 15, 1864.

SIR: When you are in every respect ready you will proceed with the U. S. S. *Saginaw*, under your command, direct to Guaymas, in the Gulf

of California. On your arrival you will communicate with Dr. Charles G. Bryant, U. S. consul, and Mr. Thomas Robinson, to whom you will deliver the enclosed letter.

In consequence of the state of health of your crew requiring a change of climate, you will remain at Guaymas at least two weeks. You will then cross the gulf and visit La Paz, in Old California; from thence you will go to Mazatlan, where you can remain a week or ten days. You must endeavor to renew your stock of fuel at each of these places, by obtaining the best hard wood to be found, and keep sufficient funds in hand to pay for this and other necessary expenses until you return to this port, which you will endeavor to do by the 20th of next month.

It is believed that on that part of the coast of Mexico which you will visit during your present cruise there are many persons calling themselves citizens of the United States who are watching an opportunity to seize upon any vessel suitable to make depredations on our commerce. You must, therefore, be extremely careful, particularly when at anchor, that no boats approach without being ready to repel any attempt which may be made to take you by surprise. A sufficient watch on deck at night, with arms at hand, and the men drilled to rush on deck without waiting to dress, is absolutely indispensable in a low-deck vessel like the *Saginaw*.

I do not wish you to stop either at San Blas or Manzanillo, but should it be in your way you can touch at Cape San Lucas or San José del Cabo for refreshments.

Wishing you a pleasant cruise,
I am, respectfully, yours,

CHAS. H. BELL,

Acting Rear-Admiral, Commanding Pacific Squadron.

Commander WM. E. HOPKINS,

Commanding U. S. S. Saginaw, Acapulco.

Order of Captain Price, U. S. Navy, senior officer present at Macao, China, to Commander McDougal, commanding U. S. S. Wyoming, to proceed to Foo-Chow for protection of American interests.

U. S. SHIP JAMESTOWN,

Off Macao, February 15, 1864.

SIR: As soon as the *Wyoming*, under your command, is ready for sea, you will proceed in her to Foo-Chow and render all proper aid and protection in your power to Americans and their interests at that place.

After a reasonable stay there you will return to Macao, where, if you find no further orders from the Navy Department or myself, you will return to Sunda Strait and act under the instructions formerly received by you from the honorable Secretary of the Navy.

I am, respectfully, your obedient servant,

CICERO PRICE,

Captain and Senior Officer Present.

Commander DAVID MCDUGAL,

U. S. S. Wyoming, off Macao.

Letter from Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, to Captain Price, senior officer present at Macao, China, acknowledging orders to proceed to Foo-Chow, China.

U. S. S. WYOMING,
Macao, February 15, 1864.

SIR: Your order, dated the 16th instant, to proceed to Foo-Chow has been received. I enclose for your information the duplicate of my orders of January 26 and June 6, 1863, from the honorable Secretary of the Navy in relation to the movements of this ship.

Yesterday I received intelligence that the *Alabama* had been spoken on the 8th ultimo off Pondicherry, and that possibly she might return to the Strait of Singapore, which conjecture I think quite probable.

In my last dispatch to the honorable Secretary of the Navy I reported that as soon as my supplies were on board I should proceed south. I am now waiting for some balls ordered for the engineer's department, which will be over in to-morrow's boat, when I shall be ready for sea.

Should your orders to proceed to Foo-Chow be not rescinded, be pleased to forward a copy of this communication to the honorable Secretary of the Navy.

I am, respectfully, your obedient servant,

D. McDOUGAL,
Commander.

Captain CICERO PRICE,
Commanding U. S. Ship *Jamestown*,
and Senior Officer Present, Macao.

Further instructions from Captain Price, U. S. Navy, senior officer present at Macao, China, to Commander McDougal, commanding U. S. S. Wyoming, regarding cruising ground of that vessel.

U. S. SHIP JAMESTOWN,
Off Macao, February 15, 1864.

SIR: I am in receipt of your letter of this date, with the enclosures. In regard to the *Alabama*, I saw the account also that she was spoken off Pondicherry on the 8th ultimo.

It appears to me, therefore, that she is making her way to the southward and westward without intending to return to the straits either of Singapore or Sunda, and in this view I thought you concurred with me in a conversation at Hongkong. I even understood you to say that the news by the last mail had put a different aspect upon the affairs of the necessity of your return to Sunda Strait. Until then I was of the opinion that you should return to Singapore and Sunda straits as soon as you were ready. Now I do not think that necessity exists, and, moreover, the consul at Foo-Chow and the Americans residing there are very urgent that an American man-of-war should visit that place in consequence of recent difficulties with the natives. A steamer only is appropriate to go to that place.

You will be governed while there by any reliable information you may receive by the next mail or from any other source. I therefore deem it expedient that you should go to Foo-Chow.

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain and Senior Officer Present.

Commander DAVID McDOUGAL,
U. S. S. Wyoming, off Macao.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of the arrival of that vessel at Macao, China, forwarding information regarding the movements of the C. S. S. Alabama.

U. S. SHIP JAMESTOWN,
Off Macao, February 15, 1864.

SIR: I have the honor to inform the Department that this ship arrived here on the 8th instant. I left Yokohama on the 26th of December, immediately after hearing that the *Alabama* was in the China Sea, and after a very boisterous and tedious passage put into Amoy, where I was informed the *Alabama* would probably go into dock, if she did not at Whampoa. I had previously, at sea, spoken an American vessel (under the Hamburg flag) just out from Shanghai, which informed me that the rebel cruiser had not been heard of off that port. I heard from other vessels similar intelligence from Ning-Po and Foo-Chow.

The American vice-consul at Amoy was reliably informed that the agent of the dry dock at that place had received a letter from Captain Semmes, or an English friend, that the *Alabama* would be there that week, and to have the dock in readiness for his vessel. I waited, in consequence, a week longer, and afterwards convoyed the American ship *Wandering Jew* to Hongkong.

Mr. Seward, the consul-general at Shanghai, wrote to me suggesting the expediency of anchoring this ship at the mouth of the Wusung [Woo-Sung] River to protect American property on that river and the Yang-tse-Kiang from an apprehended visit of the *Alabama*. I may also add that serious alarms were entertained of a visit from her to Yeddo [Tokio] Bay, where four or five American vessels were, and which is frequently a stopping place for them to and from San Francisco and Shanghai. A hope was expressed that a steamer of war would come to Japan from the Pacific Squadron for the protection of that trade.

Intelligence is received here since my arrival that the *Alabama* was spoken off Pondicherry some five weeks since, making her way to the southward and eastward. I do not think she will reappear in these seas, but seek new fields for her depredations.

A mate of the *Contest* (American ship burned near Sumatra), whom I met at Hongkong, told me that he was a prisoner on board the *Alabama* for eight days; that thirty or forty of her crew deserted at Singapore, and all would have done so with the opportunity; that all arms were carefully kept from the crew, and that in fact they were more carefully guarded than their prisoners.

I found the *Wyoming* here upon my arrival, and have sent her to Foo-Chow for a few days, in consequence of a difficulty between the American missionaries and the natives at that place, and at the urgent request of the American vice consul for an American man-of-war. Upon her return here she will proceed down the China Sea, unless other orders from the Department are received.

This ship will leave in a few days for Manila and the passes into the Pacific, although she, too, wants being docked very much on account of her rudder.

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain.

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

Letter from the Secretary of State to the Secretary of the Navy, transmitting extract from report of the U. S. minister to France, regarding the inadequacy of United States naval force in French ports.

DEPARTMENT OF STATE,
Washington, February 17, 1864.

SIR: I enclose for your information an extract from a dispatch of Mr. Dayton, of the 26th ultimo, this day received at this Department.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure—Extract.]

PARIS, January 26, 1864.

SIR: * * * The whole body of secessiondom now here is full of the terrific efforts which the Confederates, it is believed, are about to make in the spring. It will be their supreme effort. If it fail badly, the rebels and their European friends will settle down with the conviction that the Confederate bubble has finally burst.

I much regret that, of the great number of our ships of war, enough could not have been spared to look after the small rebel cruisers now in French ports. It is a matter of great surprise in Europe that, with our apparent naval force, we permit such miserable craft to chase our commerce from the ocean; it affects seriously our prestige.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Letter from the U. S. minister to France to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding U. S. S. Rappahannock.

PARIS, February 18, 1864.

SIR: Two English vessels arrived on Sunday last with coal from London for the *Rappahannock*. They are now at Calais transshipping this coal (about 200 tons).

A letter from London dated 17th instant informs me that Mr. Morse, our consul at that port, says there will be on the next day, the 18th (to-day), but six able seamen on board the *Rappahannock*; that all the others have left or deserted her; that Captain [W. P. A.] Campbell, of the *Rappahannock*, despairing of completing his crew in that port, will go around to Cherbourg or Brest and try to fill up in those ports, or one of them; that his vessel will be taken around by the aid of the stokers, or in any other way they can manage it. I doubt, however, if the French Government will admit her to come directly into another French port.

I am, sir, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge, Brest.

Letter from the Secretary of State to the Secretary of the Navy, transmitting enclosure from the U. S. minister to Japan in reference to the movements of the U. S. S. Alabama.

DEPARTMENT OF STATE,
Washington, February 18, 1864.

SIR: I have the honor to communicate a copy of another telegram from Mr. Pruyn, dated at Kanagawa on the 19th ultimo, in which reference is made to the *Alabama*.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

LEGATION OF THE UNITED STATES,
Kanagawa, Japan, January 19, 1864.

(Received at Washington 12:35 p. m. February 18.)

The American ship *Mary Capen*, just arrived from Shanghai, reports the *Alabama* in dock at Amoy, watched by the *Wyoming*, Captain McDougal, as I have already advised you, having heard that there was a prospect of the *Alabama* going there for repairs. On consultation with Captain Price it was thought best that the *Jamestown* should go there. She accordingly left here on the 26th December, and must be there by this time. I advised both Captain McDougal and Captain Price to destroy that vessel if found in any Chinese port, if necessary to prevent her escape.

R. H. PRUYN,
Minister Resident, etc.

Hon. WM. H. SEWARD,
Secretary State.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the escape of the U. S. S. Florida from the port of Brest, France.

U. S. S. KEARSARGE,
Brest, France, February 19, 1864.

SIR: I regret to inform the Department of the escape of the *Florida* from this port on the 11th instant. The *Florida* took advantage of a thick, rainy night and left at 2 o'clock, proceeding through the southern passage.

Mr. Kerros (the U. S. consular agent) is of the opinion that the *Florida* was ordered off, as such orders came from Paris, either from the French Government or other parties.

It was expected that she would have been detained two weeks for repairs of machinery, but those repairs were refused by the admiral and the pieces of machinery returned the day before her departure.

The opinion prevailed in Brest that the *Kearsarge* was off the main channel blockading, and hence her exit by the southern passage. The *Florida*, if she proceeded to the southward, must have passed the *Kearsarge* off Portugal, but if so she was never sighted. I learn she took out a poor crew of about 100 men, with no increased armament.

The letters of Mr. Kerros to Cadiz, informing me of necessary repairs which would detain her, together with frequent communications from our different consuls that a combination on the part of rebel vessels for the capture of the *Kearsarge* had been determined upon, all led me to hope that some stand might be made, but this hope was dispelled on our arrival here yesterday.

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

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the movements of the C. S. steamers Florida, Rappahannock, and Georgia.

U. S. S. KEARSARGE,
Brest, France, February 20, 1864.

SIR: Since my letter of yesterday's date, informing the Department of the departure of the *Florida* from this place, I have received from Admiral Gueydon a copy of instructions issued by the minister of marine at Paris to the authorities of French maritime places.

These instructions, which establish regulations for United States and Confederate vessels of war, are nearly similar to those in force under the Queen's proclamation.

I enclose herewith a copy of the letter of instructions.

The Department will readily perceive the cause of the sudden departure of the *Florida* (confirming Mr. Kerros's information that it was in consequence of orders).

I have just received a telegram that the *Georgia* sailed on the 16th instant and the *Rappahannock* would probably shortly follow.

I shall proceed up the channel to-day, in hopes of falling in with these vessels, and preventing any depredations on American commerce, though my opinion is that the rebels will make all haste for a southern latitude.

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

JNO. A. WINSLOW,
Captain.

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

[Enclosure—Translation.]

PARIS, February 5, 1864.

The minister of marine and of the colonies to messieurs the maritime prefects, general officers, superintendents, or other commanders at sea; the commander of the Algerian Navy; the colonial governors; the commissioners general of the Navy; the heads of the marine department in the secondary ports, and the commissioners and administrators of the maritime inscription.

GENTLEMEN: The Government of the Emperor, by its declaration of the 10th of June, 1861, inserted in the *Moniteur*, made known the principles on which rested the neutrality it intended to observe during the sanguinary war of North America. Since then these principles have been applied in our colonies as well as in the ports of the metropolis. However, the continuation of the war having lead the two belligerents to

make the neighboring waters of the neutral states of Europe the scene of the maritime hostilities, and the nature of these operations having induced the ships of one or the other party to seek in neutral ports means of repairing or revictualing, the Government of the Emperor has thought it expedient to recall anew to you the rules to observe for maintaining its neutrality, in conformity with public duty and with the traditions of the French navy, and to determine, in consequence, the line of action that should be pursued, without distinction of flag, toward the belligerent ships which present themselves in our ports.

You will have to see to the strict execution of the following provisions:

First. No ship of war or belligerent privateer will be admitted for a longer stay than twenty-four hours in a port of the Empire or of the French colonies, or the adjacent waters, except in case of putting back for stress of weather, damages, or lack of supplies necessary for the safety of navigation.

Second. In no case shall a belligerent make use of a French port for purposes of war, nor to supply himself with arms or munitions of war there, nor to have done, under pretext of repairs, any work having for its object an increase of his maritime power.

Third. There can only be furnished to a ship of war or belligerent privateer stores "demees" [sic] and articles or means of repairing necessary for the subsistence of her crew and the security of her navigation.

Fourth. No ship of war or belligerent privateer, admitted to revictual or repair in a French port, shall prolong her stay there beyond twenty-four hours after her stores shall have been gotten on board and her repairs finished, save in the case hereafter mentioned.

Fifth. When the ships of war, privateers, or merchantmen of the two belligerent parties shall find themselves at the same time in a French port, there must be an interval, which shall not be less than twenty-four hours, between the departure of every vessel of one of the belligerents and the subsequent departure of every ship of war or privateer of the other belligerent. This delay may be extended in case of need, by order of the maritime authority, so far as it will be necessary to carry into effect the present provisions.

You will take care that the provisions which precede are made known to every ship of one or the other belligerent that comes into the ports, roads, or waters subject to your command to remain there.

Receive, gentlemen, etc.,

OT. DE CHASSELOUP-LAUBAT,

Minister, Secretary of State for Marine and for the Colonies.

True copy.

COMTE DE GUEYDON,

Vice-Admiral, Maritime Prefect.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, regarding equipment of vessel for the Confederate Government in a South American port.

U. S. FLAGSHIP LANCASTER,
Acapulco [Mexico], February 23, 1864.

SIR: I have the honor to enclose you a copy of a letter* from Commander Roger Perry, commanding U. S. storeship *Fredonia*, dated

* See p. 594.

Callao, Peru, January 29, 1864. I would respectfully request the attention of the honorable the Secretary of State to be called to the statement in regard to the course said to have been pursued by our minister and secretary of legation now credited at Lima in relation to this matter.

Had I a vessel at my disposal, I would send her immediately to Guayaquil and Payta to intercept this ship, or watch closely her operations, but I have none, and at this crisis I do not think it would be proper to leave this port. Such is the present state of affairs at Acapulco that it is believed by both native and foreign population that the presence of a man-of-war alone prevents an attempt to sack and destroy the town by the Indians in the interior, encouraged by the governor, General Alvarez, the despot of this portion of this miserably governed country.

The *St. Mary's*, Captain Middleton, was at Valparaiso on the 16th January, but she will be too far behind time to be of any assistance in this matter on her arrival at Payta. Under the most favorable circumstances she could be of but little use in those latitudes, where there is so much calm weather or light winds.

I have no doubt whatever, from what I learned in my former cruise along the coast, extending from Valparaiso to Guayaquil, that funds can be obtained from Englishmen alone to purchase and equip a vessel of this description, and nothing but the vigilance of a proper and sufficient force scattered along the coast, and the cooperation of our ministers and consuls, will prevent such an attempt from being made.

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

CHAS. H. BELL,

Acting Rear-Admiral, Commanding Pacific Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of cruise of that vessel in Brazilian waters, transmitting correspondence with U. S. consul at Bahia.

U. S. SHIP ONWARD,
Bahia, February 23, 1864.

SIR: Since my last communication to you I have the honor to report that I proceeded to cruise on the line, gradually making my way toward Fernando de Noronha, at which place I arrived on the 16th day of January, 1864.

Not receiving any information of the whereabouts of the rebel cruisers in that place I proceeded on my cruise toward the South American coast and arrived off Pernambuco on the 22d day of January. By the advice of the American consul at Pernambuco, I have remained on the coast cruising between the former place and Bahia.

Upon my arrival at Bahia, on the 28th day of January, to meet the mail steamers, I communicated with the U. S. consul at that port, from whom I received a communication, of which I enclose a copy. I then proceeded to cruise on the coast to the northward and eastward of Bahia. On my second arrival at Bahia to procure water, coal, and wood, I received a communication from Captain Glisson, of which I also enclose a copy.

Trusting that my actions have been in accordance with the spirit of my instructions, and prove satisfactory to the Department,
I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

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

[Enclosures.]

U. S. SHIP ONWARD,
Bahia, January 28, 1864.

SIR: I have the honor to inform you that I have just arrived in this port on a cruise in search of the privateers *Alabama* and *Florida*, or any other vessel that may be engaged in the service of those who are in rebellion against the Government of the United States of America.

I would thank you for any information you may have in regard to any such vessels.

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

WM. H. CLARK,
Acting Master, Commanding.

Hon. THOS. F. WILSON,
U. S. Consul, Bahia.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bahia, January 28, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of this date, asking for any information in my possession in regard to the movement of vessels that may be employed in the service of those who are in rebellion against the Government of the United States.

The English ship *Berbice*, of Liverpool, of about 700 tons burden, came into this port on the 11th December, 1863, and discharged about 900 tons of coal, which is stored on shore, and is in my opinion intended as supplies for some of the privateers, from the fact that it is consigned to Messrs. Johnston, Comber & Co., who are not coal merchants, but who supplied the *Alabama* and *Georgia* in this port on a former occasion.

On the 10th instant the English steamer *Annette*, Captain H. Jones, came into this port under the pretense of wanting to repair machinery, but after communicating with the agents of the rebels desired to put to sea again the same day, but was required to remain in port the usual twenty-four hours.

The *Annette* was said to be laden with coal, bound from London to Hongkong, but from all I could learn, and from the general appearance as well as from the conversation of her officers, I am convinced that she is a consort of the privateers and has on board a cargo of supplies for them. One or two of the crew of the *Alabama* accidentally left in this port in May last took passage in the *Annette*. [The *Annette*] is about 600 tons burden, ship rigged, and low in the hull, and has unusually tall masts and long yards. I think she is altered into a bark rig when at sea, and can carry a very large amount of canvas, and to all appearances is very fast.

The privateer *Tuscaloosa* called at the port of St. Catharine's, Brazil, on the 4th of December, 1863, and left the same day. A young man by

the name of O. L. P. Richblave, who professed to be an officer of the *Tuscaloosa*, accidentally left at St. Catharine's, passed here on the English steamer of the 12th instant to Pernambuco, where he said he expected to join the *Tuscaloosa* soon.

I am convinced that the presence of a United States vessel of war on this coast is necessary for the protection of our commerce, as some of the privateers in all probability will be in this vicinity soon.

I am informed by the U. S. consul, Rio de Janeiro, that the U. S. sloop of war *Mohican* left Rio de Janeiro on the 8th of November, 1863, for Cape Town, on the coast of Africa.

I would therefore recommend you to remain on this coast cruising between the equator and Rio de Janeiro, calling at Pernambuco, Rio de Janeiro, or this port frequently for information.

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

THOS. F. WILSON,
U. S. Consul.

Acting Master WILLIAM H. CLARK,
Commanding U. S. Ship *Onward*.

U. S. S. MOHICAN.
Rio, February 3, 1864.

SIR: If it is consistent with your instructions to remain at Bahia or to the northward until I can come up the coast, I shall be obliged to you. I leave for a short cruise to the southward and shall reach Bahia about the 7th of March. It is important that one of our cruisers should be to the northward on this coast.

With many kind regards to our worthy consul, Mr. Wilson, and also to all enquiring friends,

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

COMMANDING OFFICER,
U. S. Ship *Onward*.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the readiness of that vessel for sailing.

U. S. STEAM SLOOP WACHUSETT,
Port Royal, S. C., February 23, 1864.

SIR: I have the honor to report that we have finished coaling, the last 40 tons of which was obtained from the army quartermaster here, and being in all other respects ready for sea, I will leave this morning to carry out your confidential instructions of the 27th of January last.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

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

Order of the Secretary of the Navy to Commander Caldwell, U. S. Navy, commanding U. S. S. Glaucus, to transport to his destination the newly elected President of the United States of Colombia, and returning to search for blockade runners.

NAVY DEPARTMENT, *February 24, 1864.*

SIR: The Department has offered to Mr. Murillo, now in New York, who has been elected President of the United States of Colombia, a passage in the U. S. S. *Glaucus* to Carthagena, or any other port in the vicinity that he may prefer. You will therefore receive him on board the *Glaucus* and proceed to sea on Saturday next, or as soon thereafter as the vessel may be ready, and make the best of your way to such port as he may designate.

Provide Mr. Murillo with appropriate quarters, extend to him all the courtesies due to his high position, and land him at his port of destination with all the honors to which he is entitled.

After discharging the duty above indicated, return with all practicable dispatch off Wilmington, N. C., and report to the senior commanding officer there as a part of the North Atlantic Blockading Squadron.

Run near Nassau and Bermuda on your return passage, and be vigilant to capture and send into port for adjudication, without infringing upon neutral rights, any vessel or vessels you may find engaged in carrying contraband of war destined for blockaded ports, in violating the blockade, in the service of the insurgents, or in depredating upon our commerce.

There is a coal depot for the West India Squadron at Cape Haitien, where you can touch, if necessary, for coal. We may also have coal at Curaçao.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. H. B. CALDWELL,
Commanding U. S. S. Glaucus, New York.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at the Island of Teneriffe.

U. S. S. SACRAMENTO,
Santa Cruz, Teneriffe, February 26, 1864.

SIR: I have the honor to report the arrival of this vessel at Santa Cruz [Island of Teneriffe] on the morning of the 24th instant, four days from Fayal. The *Sacramento* was detained at Fayal several days longer than I anticipated by stormy weather, which prevented us from receiving our coal.

The repairs of the engines of this vessel are so incomplete that our engineers have been obliged to work at them all the time we are in port, and I shall be delayed here to-day in consequence. To-morrow I will proceed on my cruise. I have received no intelligence of piratical cruisers since I arrived here.

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

HENRY WALKE,
Captain.

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

Order of the Secretary of the Navy to Commander Murray, U. S. Navy, commanding U. S. S. Wateree, to report for duty to Acting Rear-Admiral Bell, commanding Pacific Squadron.

NAVY DEPARTMENT, *February 26, 1864.*

SIR: As soon as the U. S. S. *Wateree* is in all respects prepared for the voyage proceed with her with all practicable dispatch to the Pacific Ocean and report to Acting Rear-Admiral Charles H. Bell for duty in the squadron under his command. You are at liberty to take such route as in your judgment will enable you to reach your station without unnecessary delay, and to touch at such ports for coal or other supplies as may be necessary.

While enjoining upon you dispatch in reaching your destination, the Department leaves it to your discretion to deviate from a direct route, and expects you to do so should you learn of the presence of rebel cruisers in your vicinity and think there is a reasonable prospect of overtaking them.

Advise the Department as you may have opportunity of the progress of your voyage. Acting Rear-Admiral Bell shall be informed of your departure, and doubtless you will find instructions from him at Valparaiso or some other point on the South American coast where the mail steamers touch.

I transmit herewith copies of the recent general orders of the Department, act for the better government of the Navy, etc.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander F. K. MURRAY, U. S. Navy,
Commanding U. S. S. Wateree, Washington, D. C.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, giving list of supposed blockade runners cleared from Funchal, Madeira.

U. S. SLOOP OF WAR ST. LOUIS,
Funchal, Madeira, February 27, 1864.

SIR: The following English Clyde-built steamers, supposed blockade runners, have recently coaled at this port and cleared at the date for the destination named:

January 4.—Steamer *Florie*, for Nassau.

January 6.—Steamer *Druid*, for Nassau.

January 10.—Steamer *Rose*, for Nassau.

January 31.—Steamer *Little Ada*, for Nassau.

February 11.—Steamer *Albion*, for Trinidad.

February 26.—Screw steamer *Greyhound*, side-wheel steamer *North Heath*, for Nassau.

These vessels, having proper clearances, can not be interfered with out here. The owner of the *Greyhound* died of delirium tremens on the 22d instant. I have thought it proper to make this communication, that our cruisers on the blockade may be on the alert.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Funchal, Madeira, and announcing the death of U. S. consul at that place.

U. S. SLOOP OF WAR ST. LOUIS,
Funchal Roads, Madeira, February 27, 1864.

SIR: I have to report the arrival of the *St. Louis* at this port on the afternoon of the 22d, five days from Fayal. At 9 p. m. the same day our consul, George True, esq., died of smallpox after a short and severe illness. In respect to his memory and office I waved our ensign at half-mast throughout the day, and in the afternoon attended his funeral with as many of the officers as could be spared from duty, and fired from the ship a consul's salute of minute guns. The officers of the ship have subscribed to erect a tablet to his memory in the strangers' cemetery, where his remains are buried, and have addressed to Mrs. True a letter of condolence, a duplicate of which is herewith transmitted.

By this sad event Mrs. True is left with two little children, one an infant but 6 months old, without any resources to find her way back to her native land, and dependent upon the charity and generosity of those friends her husband had obtained during his brief residence on the island. Robert Bayman, esq., our former vice-consul, and during Mr. True's illness acting for him, has generously offered to provide the means for restoring her to her friends in Ohio, and for her support until she is able to endure the journey. He also proposes, if permitted to hold the office of consul through the present year, to devote the net proceeds of the office, its salary and perquisites, to the sole benefit of Mrs. True. As he designs taking up his residence in the United States next year, during the education of his only son, and could only accept this temporary appointment for the end in view, his offer is purely philanthropic, and I sincerely hope may be accepted. Mr. Bayman is well known to all our naval commanders who have visited Madeira, and, though an Englishman by birth, is heart and soul for the cause of the North. Considering it necessary that in times like the present, when there is no knowing from hour to hour or from day to day what may occur, I have given Mr. Bayman an appointment to act as U. S. consul until the wishes of the Department of State are made known to him, a copy of which is annexed. I hope my action in this matter may be approved of by the Department, and that you will lend your influence to secure an appointment, the best that could be made for our country, and that will supply the necessities of the widow and fatherless.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander Freble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival at Funchal, Madeira, of the C. S. S. Florida.

U. S. SLOOP OF WAR ST. LOUIS,
Funchal Roads, Madeira, February 28, 1864.

SIR: The rebel steamer *Florida*, commanded by C. M. Morris, formerly of the U. S. Navy, arrived here last night, reporting as eighteen days from Brest and requiring a supply of coal, bread, etc. An English

merchant named Blandy has engaged to supply her with 110 tons of coal, but the governor has informed her commander that he can neither coal, water, nor obtain provision on the island, and must go to sea. Whether the governor will have the firmness to carry out this intention remains to be seen. The impression is that she will be coaled clandestinely at night. After blowing a gale from N. W. from the 22d (the date of our arrival) until day before yesterday, the winds are now light and varied by calms. I shall, however, follow the *Florida* to sea, and bring her to action if I can, which is doubtful, as her commander said on shore to-day his business was not to fight, but to destroy commerce, and he could not afford a shot among his machinery, because he could not get it repaired. She is said to have a spare engine on board, or the principal parts of one, for needed repairs. She has a liberal supply of officers, and is reported as having 117 men, but wants to ship 40 more, for which they are offering \$50 advance to each. When asked how he would pay for the coals, the paymaster showed the merchant Bank of England notes, American \$20 gold pieces, and English sovereigns, and told him he might have his choice.

I congratulate myself for having appointed Mr. Bayman to act as consul, as his influence with the governor and in the community is very great, and his services are at this time invaluable.

If not permitted to coal here, I think the *Florida* will beyond a doubt go to Teneriffe, where the *Georgia* was coaled, and where I hope she may find the *Sacramento*.

My crew are eager to fight the *Florida*, and there is no doubt the result would be successful could she be brought properly to action. With her steam power she can, however, laugh at my canvas, and choose to fight or run as she prefers. Oh, for a little steam! The men are also very desirous to cut her out with the boats, and it could be done, but that your instructions strictly forbid such use of friendly waters.

I close this communication, as I may go to sea at any moment, but if I can learn anything new about this rebel vessel or her movements before sailing shall hasten to advise you.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, advising establishment of coal depot at Funchal, Madeira.

U. S. SLOOP OF WAR ST. LOUIS,
Funchal Roads, Madeira, February 28, 1864.

SIR: From its central position this island is likely to be the frequent resort of our steamers for a supply of coals. I would therefore respectfully suggest to the Department, for the following reasons, the propriety of establishing a coal depot at this port:

There are but two coal merchants here, Messrs. Stewart and Blandy, Englishmen and rivals in trade, whose principal business at this time is to supply blockade runners, though quite willing to supply a rebel pirate or one of our vessels of war. Holding the monopoly, they have it in their power either to charge our vessels any price they please, or, as they have threatened, to refuse to supply them at any price.

Again, the supply of coal is not always certain. Two months ago not a ton was to be procured. The French squadron was obliged to go away with a half supply and blockade runners compelled to delay until coals arrived from England.

The establishment of a coal depot, by the employment it would necessarily give to poor people, must tend to increase the good and friendly feeling already existing toward a country that has on more than one occasion relieved them from starvation.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Order of Captain Price, U. S. Navy, senior officer present at Macao China, to Commander McDougal, commanding U. S. S. Wyoming, to proceed to Bombay in search of U. S. S. Alabama.

U. S. SHIP JAMESTOWN,
Underway, off Macao, February 28, 1864.

SIR: I think it advisable you should proceed to Bombay with all dispatch to look after the *Alabama*, touching at Singapore for any additional intelligence concerning that vessel.

Upon your arrival at Bombay you will be governed in your subsequent movements by circumstances and your general orders from the Navy Department.

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain and Senior Officer Present.

Commander D. McDougal,
U. S. S. Wyoming, Macao.

[Tologram]

FORT MONROE, VA., February 29, 1864.
(Received at Washington 10 p. m.)

I have reliable information that a party has already started from Nassau to California to take passage on an Aspinwall steamer and capture her at sea, as in the case of the *Chesapeake*, and under one of the same leaders. I will send particulars by mail to-morrow. I have telegraphed to California to the agent of the steamship company there to put them on their guard.

BENJ. F. BUTLER,
Major-General, Commanding.

Captain G. V. Fox,
Assistant Secretary Navy.

[Endorsement.]

I would send word also to Cornelius Vanderbilt and Allan McLane, president Pacific Mail Steamship Company, New York.

[G. V. Fox.]

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the cruise of that vessel, transmitting correspondence with U. S. consuls in South American ports.

U. S. S. MOHICAN,
Rio [Brazil], February 29, 1864.

SIR: I have to report to the honorable Secretary the return of the U. S. S. *Mohican* to this port from a cruise to the southward, having touched at St. Catharine's, Buenos Ayres, and Montevideo, and all the islands in the entrance of the Rio de la Plata, and I could obtain no correct information in relation to the movements of the rebel vessels, notwithstanding it was reported that the *Tuscaloosa* was in that vicinity, and I am convinced that the report made to our consul at St. Catharine's was a sheer fabrication. I herewith enclose it, and also the correspondence between myself and our consuls at Montevideo and Buenos Ayres.

There are so many reports on this coast in relation to the movements of the rebel vessels that it is almost impossible to know what to do.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

CONSULATE OF THE UNITED STATES,
St. Catharine's, February 12, 1864.

SIR: It may be of importance to inform you that I learn from Captain William H. Dingee, who arrived here this morning from Paranagua in the steamer *Imperador*, from Rio de Janeiro, that the brig *Don Pedro Segundo*, Captain Silveira, from Rio de Janeiro, arrived at Paranagua 5th instant. Captain Silveira informed Captain Dingee, at Paranagua, that on his passage from Rio de Janeiro, near Santos, he fell in with a bark, tender to the Confederate cruiser *Alabama*. The crew of the bark being in a suffering condition from want of provisions, Captain Silveira supplied her as far as he was able to do. The captain of the bark stated that he had a few days previously overhauled a felucca from Montevideo, with a cargo of jerked beef, for Rio de Janeiro, and obtained from her a quantity of jerked beef.

The captain of the bark appeared quite communicative and apparently frank, and stated that he was then bound to the River of Plate [Rio de la Plata], his station being in a cove behind the island of Flores, 95 miles from Montevideo, from whence he was enabled to await the passage of vessels of the United States. He appeared to be flush of money, and paid liberally for his supplies. He stated that the *Alabama* had lost many of her men by yellow fever at the Cape of Good Hope, and had now gone to the vicinity of Cape Horn to recruit. He stated that the bark had taken two prizes, which evidently had been the *Living Age* and another, burned; both before his recent visit to this port, if, as is probable, the bark was the *Tuscaloosa*.

Captain Dingee, from whom I obtain this report, is a native of New York who has resided in Brazil during the last twenty-five years, and is probably well known in your city as master in the coasting trade between Rio and St. Catharine's and a man of veracity. His report, for whatever it may be worth, is at least undoubtedly authentic.

The ship *Pyramid*, Captain Agan, from New York, via Bermuda and Nassau, 800 tons burden, with a cargo of about 700 tons coals and 100 tons ———, bound to Hongkong, China, arrived at this port 11th instant in distress, leaky, and will probably be condemned. I have seen and conversed with Captain Agan, who, however, appears somewhat shy of me, and from present appearances will put his vessel under Portuguese or other jurisdiction than mine.

The *Pyramid* sails under the British flag, and is said to be owned by an English merchant, only for a short time past a resident of the United States. The captain says that he desired to put in at Rio de Janeiro, but his officers and crew united in signing a paper addressed to him refusing to do so, "on account of the yellow fever" at that place.

It may be all straightforward, correct business, but some of the circumstances have appeared to me a little suspicious—her alleged ownership and coming from Nassau. It is probable that her cargo of coal may have been, or perhaps still is, intended for the Confederate cruisers, and therefore brought to this place (where there is no demand for coal) that it may be more conveniently reshipped hence than at Rio. Captain Agan is a Frenchman, but also speaks English and Portuguese. His vessel is at the anchorage at Santa Cruz, 13 miles below this city.

My suspicions are purely original, and may be without a shadow of foundation; yet, as I was writing to you, it may do [no] harm to mention them.

I remain, with the highest respect, your obedient servant,

B. LINDSEY,
Consul.

[Captain O. S. GLISSON, U. S. Navy,
U. S. S. *Mohican*.]

U. S. S. MOHICAN,
Montevideo, February 8, 1864.

SIR: I have this moment anchored in this harbor and am in chase of the *Alabama* and *Tuscaloosa*. Will you do me the favor to give me all the information in your possession in relation to the movements of these piratical vessels?

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HIRAM TUTTLE, Esq.,
U. S. Consul, Montevideo.

CONSULATE OF THE UNITED STATES OF AMERICA,
Montevideo, February 18 [8], 1864.

SIR: In reply to your official communication of the 8th instant, requesting me to give you all the information in my possession relative to the movements of the piratical rebel privateers *Alabama* and *Tuscaloosa*, I have to say that I have no information of these privateers or any others having been upon this coast as far south as the latitude of the River Plate [Rio de la Plata]. The latest information that I have obtained in regard to the whereabouts of the *Alabama* places her in

the China Sea, on the 10th of November last, cruising about the island of Sumatra. Of the movements of the *Tuscaloosa* I have no definite information.

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

HIRAM TUTTLE.

Captain O. S. GLISSON, U. S. Navy,
U. S. S. Mohican.

U. S. S. MOHICAN,
Buenos Ayres, February 9, 1864.

SIR: I have this moment anchored in this harbor, and am in chase of the *Alabama* and *Tuscaloosa*. Will you do me the favor to give me all the information in your possession in relation to the movements of these piratical vessels?

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HINTON R. HELPER, Esq.,
U. S. Consul, Buenos Ayres.

U. S. CONSULATE,
Buenos Ayres, February 10, 1864.

SIR: I have the pleasure to acknowledge receipt of your letter of the 9th instant (yesterday), informing me that you have just arrived in this port in search of two hostile war crafts, the *Alabama* and the *Tuscaloosa*, and requesting me to put you in possession of whatever information I may have in relation to those rebel pirates.

Extending to you, and to all your comrades of the *Mohican*, a hearty welcome to the waters of the la Plata, and regretting that the public interests and your important duties connected therewith will, as you have said to me, permit you to remain with us but a few days, I am sorry to have to inform you that I know nothing at all of the present location or probable location or movements of either of the piratical vessels for which you are now searching.

As a matter, however, of some possible interest to you, I may say, with reference to the *Tuscaloosa*, that in June last the same vessel, then a legitimate American merchant bark, the *Conrad* of Philadelphia, Captain William H. Saulsbury, was in this port, and that she cleared hence, on the 5th of that month, for New York, with 183 bales of wool, which cost, as per invoices, 22,801 silver dollars, shipped by Thomas Armstrong, esq., an English subject, resident in this city, and 64 bales of wool and 30 bales of goatskins, which cost, as per invoices, 9,111 silver dollars, shipped by Henry J. Ropes, esq., an American citizen, also resident in this city.

A few weeks after the *Conrad* had sailed from this port information was received here that she had been captured by the *Alabama*, or by some other pirate, and at once armed under the name of *Tuscaloosa* and turned loose to prey on American commerce.

Neither the *Alabama* nor the *Tuscaloosa*, nor any kindred craft, nor armed vessel showing the disreputable flag which they fly, has, I am happy to be able to inform you, ever yet been seen in this port.

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

H. R. HELPER.

Captain OLIVER S. GLISSON,
Commander of the U. S. War Steamer Mohican, Buenos Ayres.

CONSULATE OF THE UNITED STATES OF AMERICA,
Montevideo, February 12, 1864.

DEAR SIR: This city is now invested by the forces under General [Venancio] Florès. Some fighting has taken place in the vicinity, and an attack upon the place is daily apprehended. Should an attack be made upon the town, it is believed by many that there will be a rising of his friends inside, which would lead to commotion, street fighting, and general insecurity. Under these circumstances, and upon consultation with Americans here, I deem it advisable to ask you to proceed to this port with the steamer under your command as soon as your engagements will permit, in order that we may have the support and security that your presence will inspire, should such an emergency arise.

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

HIRAM TUTTLE.

Captain O. S. GLISSON,
U. S. S. Mohican, Buenos Ayres.

U. S. S. MOHICAN,
Montevideo, February 16, 1864.

SIR: I have received your letter of the 12th instant in relation to the insecurity of American citizens and their property, in consequence of this place being besieged by General Florès. I have returned with the *U. S. S. Mohican* with as little delay as possible, and am ready to give every protection that may be required.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HIRAM TUTTLE, Esq.,
U. S. Consul, Montevideo.

CONSULATE OF THE UNITED STATES OF AMERICA,
Montevideo, February 18, 1864.

SIR: The revolutionary forces of General Florès having now withdrawn from the investment of the city without effecting any result, there is no longer a probability of any emergency arising at the present time, as anticipated in my communication of the 12th instant, wherein the presence of a man-of-war would be required for the better protection and security of American citizens and property at this port.

Thanking you for the promptness with which you have responded to the request for your presence with the steamer under your command to afford protection in case of need,

I remain, very respectfully, your obedient servant,

HIRAM TUTTLE.

Captain O. S. GLISSON, U. S. Navy,
U. S. S. Mohican.

Letter from the U. S. consular agent at Calais to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving description of the O. S. S. Rappahannock.

UNITED STATES CONSULAR AGENCY,
Calais [France], February 29, 1864.

SIR: I beg to acknowledge the receipt of your favor of the 26th instant, which I received only on the 28th.

I am also in possession of your telegram dated in Dover the 25th instant, 9:18 o'clock in the morning. This message having been sent, I do not know why, through the Belgian line, reached my office only at 2:30 in the afternoon, and I answered it as follows:

Captain WINSLOW,
Corvette Kearsarge, Dover [England]:

Message arrived half past 2. *Rappahannock* always here; you can coal here.

I think you have done well in going to Boulogne, for if you had come into our harbor surely the *Rappahannock* would not have gone out, or you would have been obliged to allow her twenty-four hours' advance.

As I thought you were to stay a few days in Cherbourg, I had written to Mr. Edouard Liais, in order to give you some information respecting the Confederate steamer, but as you are now for a few days in Boulogne I shall give you the description of the *Rappahannock* the best I can.

She is a screw steamer, measuring about 600 tons, exclusive of the room taken by the engine, which makes a full measurement of about 750 tons register. She has two chimneys, rather low, but very large; they can be laid flat on the deck by means of a lever. This vessel is very long and rather round aft; though she is very low upon the water, the copper sheathing still appears above the load water line. She has three masts; the mainmast and foremast are furnished with main yards, topsail yards, and [top] gallant sail yards; the mizzen has only one pole; the sails are extremely large for such a vessel. She is all painted black and has four boats aft, two on each side; the figure is white and rather far ahead.

The captain has taken more coal than the coal holes [holds] could hold, and a great quantity is stowed all about the deck. The crew is not complete (about sixty men) and Captain Campbell does not seem in great hurry to leave our harbor. Nobody can know his intention on this matter, and it will only be known for certain when the vessel will be seen leaving the harbor.

The *Rappahannock* has been seen several times with steam up all ready to go out, but it was merely to try her engine, which has been repaired here, and the new screw she has received.

As soon as I am aware of something new concerning the *Rappahannock* I shall inform you of it at once in Boulogne, as long as you have not advised your departure for another harbor.

I am, sir, yours, respectfully,

VENDROUX,
U. S. Consular Agent.

Captain WINSLOW,
U. S. S. Kearsarge, Boulogne [France].

Order from the Secretary of the Navy to Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, regarding the U. S. S. Narragansett.

NAVY DEPARTMENT, *March 1, 1864.*

SIR: The Department has received your No. 15, in reference to the *Narragansett*.

The departure of the *Narragansett* has been so long delayed that were she to leave at this time she would have to double the cape in the roughest weather. You can therefore detain her until further orders, and she can be made as serviceable as possible with slight and temporary repairs. The commandant at Mare Island has been telegraphed on the subject.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron, Panama.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the escape from Funchal, Madeira, of the U. S. S. Florida.

U. S. SLOOP OF WAR ST. LOUIS,
Funchal Roads, Madeira, March 1, 1864—1:30 a. m.

SIR: The *Florida* has succeeded in getting to sea. I shall follow her at once, though hopeless of catching her out of port. Nelson said the want of frigates in his squadron would be found impressed on his heart. I am sure the want of steam will be found engraven on mine. Had the *St. Louis* been a steamer, I would have anchored alongside of her, and, unrestricted by the twenty-four-hour rule, my old foe could not have escaped me.

The governor, true to his declared intention, would only allow her to take on board 20 tons of coal, sufficient to take her to the nearest port. Her commander pleaded for 60 tons, next 40 tons, asserting he needed that much to ballast his vessel. The governor told him, at the suggestion of Mr. [Robert] Bayman, that he came in without it, and he thought he could go without it, but if ballast was wanted there was plenty of stone on the beach he might take.

As it was supposed she would go to sea during the night, and certainly in the morning, and I had intimation that she might in passing us pour in a broadside, I shotted and cast loose my guns, and had men on deck to man them, got a slip rope on the chain, and stationed look-outs all over the ship and in the tops, cautioned the officers to extra vigilance, and was repeatedly on deck myself to watch and see that my orders were executed. The night was dark and squally; the *Florida* lay close in to the beach and under the highland, with all her lights covered, and notwithstanding all this vigilance crept out unseen to the eastward, and her departure was not discovered until the moon rose, a few minutes since. A blockade runner, the *Julia*, which arrived in the afternoon, reports the *Kearsarge* as having left Cadiz three days ago, destination unknown. The *Florida* gave out they were going to Cadiz for coals, but I think not, and shall go direct to Teneriffe, hoping, if I do not find her there, to put the *Sacramento* on her track. The prevail-

ing winds would not permit me to get to Cadiz from Madeira in season to do her any injury, even if I thought that port her destination. The authorities here have done all that they could to hasten her departure and prevent her full supply, and I do not imagine the island will be troubled by the presence of rebel vessels of war very soon again. I waited upon the governor to inform him of her intention to ship men to complete her crew. He assured me it should not be allowed, though it might be done clandestinely, which he could not help. I have reason to believe she made no additions to her crew, and know from the statements of my gig's crew that three of the men she brought with her deserted. Her crew is described to me as made up of Spaniards, Frenchmen, and Portuguese, with a few Englishmen and but one American. Her first lieutenant is Thomas L. Dornin, formerly a midshipman in our service.

I notice no change in the appearance of the *Florida* since I last saw her, except that now she has yards upon her mainmast; then she had none, and she has changed her billethead for a shield surrounded by scroll work, on which is borne the arms of the rebel States. She in every respect resembles the picture of the *Rappahannock* published in Harper's Weekly January 16, except that her masts are rather longer and slenderer, and the steam escape pipe on the aft smokestack is forward of it instead of abaft, as in the picture. They must be about the same size, and sister ships. My men have been wild to fight, and I drew the shot from my guns the day she came in, fearing in their excitement they would fire into her without orders and break the neutrality of this port.

One thing is certain, the *Florida* does not intend to fight unless the chances are largely in her favor, for she has skulked away from the old *St. Louis*.

I regret the necessity which urges me to [take] your time and patience with the perusal of so long and such frequent communications, and relying that my actions here in the important duties that have devolved upon me will meet the approval of the Department,

I am, very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

[Telegram.]

NEW YORK, March 2, 1864.
(Received at Washington 12:15 p. m.)

General Butler advises that a party has left Nassau to capture a California treasure steamer. Should you desire to communicate with the gunboat *Glaucois* at Carthagen, the steamer to-morrow will connect with the English Carthagen steamer at Aspinwall.

ALLAN MCLANE,
President.

G. V. Fox,
Assistant Secretary Navy.

Order of the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, in view of a possible challenge to that vessel by Confederate steamers in French ports.

NAVY DEPARTMENT, *March 2, 1864.*

SIR: I have received your No. 2, with its enclosures, dated Cadiz, February 4, 1864, in reference to the rumored designs of a joint attack by the rebel cruisers in French ports on the *Kearsarge*. In case of such an attack, which, however, I do not consider probable, the Department will rely on the *Kearsarge* to defend herself and cripple or capture her assailants. Experience teaches us that they do not seek, even if they desire, a contest with our vessels of equal force, but on the contrary avoid it, preferring a criminal career upon unarmed merchantmen.

Newspaper correspondents speak of a challenge having been sent, or [that] is to be sent, to the *Kearsarge* by one or more of the pirates. To accept such a challenge, or to send one to them, would be to recognize them as on terms of equality, elevating to them, but degrading to ourselves.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge, Brest, France.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of arrival at Porto Grande, St. Vincent, Cape Verde Islands.

U. S. S. SACRAMENTO,
Porto Grande, Island of St. Vincent, March 2, 1864.

SIR: I have the honor to report the arrival of the *Sacramento* at this port to-day, four days from Santa Cruz, Teneriffe. The amount of coal which this vessel carries in her coal bunkers being insufficient to supply us with steam from Teneriffe to Bahia, I deemed it my duty to take in a full supply at this port, which is on my way, and where it is put on board without delay. I will take in all the coal I can conveniently carry to-morrow morning, and sail immediately for Bahia, agreeable to your instructions. I have no certain intelligence of piratical cruisers in the Atlantic, although I received a letter from Pernambuco this morning, dated December 30, which informed me that a suspicious steamer was seen in latitude 7° N. and longitude 27° W., but the description of her answers that of the *Mohican*. The American steamer *Kin Kiang*, sixteen days from New York, took in coal at this port two or three days since and proceeded on her way to China.

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

HENRY WALKER,
Captain, U. S. Navy.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of arrival at Ouraço, West Indies.

FLAGSHIP POWHATAN,
Ouraço [West Indies], March 3, 1864.

SIR: I report the arrival of this ship yesterday from a cruise among the Windward Islands.

After having filled up with coal I shall proceed to Cape Haitien. I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the pursuit by that vessel of the U. S. S. Florida, transmitting copy of letter to the U. S. consul at Teneriffe.

U. S. SLOOP OF WAR ST. LOUIS,
Santa Cruz, Island of Teneriffe, March 7, 1864.

SIR: I have the honor to report that immediately after closing my last dispatch, on the morning of the 1st, informing you of the departure of the rebel steamer *Florida* from Funchal [Madeira], I left that port in pursuit and arrived here last evening. On my arrival I learned that the *Florida* came in on the afternoon of the 4th, took on board 70 tons of coal, and left on the afternoon of the 5th, just twenty-four hours before our arrival, standing out to the southward. She will probably coal again at St. Vincent, Cape Verde [Islands], and either resume her cruising on the line or go to the south of it, but as I have no definite knowledge of her intentions and have reached the limits of my cruising ground, agreeably to your instructions, I shall pursue her no farther. The *Sacramento* left here on the 27th for the Cape Verde Islands, but I fear will have left them before she hears of the *Florida*. But for a heavy S. W. and N. W. gale, which we encountered on the 3d and 4th, which drove us to the eastward of the Salvages and was followed by light calm weather, we would have again found the *Florida* in port.

On the morning of the 3d instant, when 120 miles from Madeira, we were passed by a bark-rigged steamer, which overhauled us and proved [to be] the English mail steamer *Athenian*, which left Madeira on the 2d and arrived at Teneriffe on the 3d. I left a letter at Madeira to be forwarded by that steamer, addressed to our consul here, informing him of the presence of the *Florida* in that port, a copy of which I enclose. The meeting of this steamer affords another instance of the impracticability of the *St. Louis* or any sailing vessel chasing successfully a steamer, and her reporting us on the track doubtless hurried the *Florida* from this port. If it is considered necessary to keep sailing vessels at sea, I beg to respectfully recommend they should be armed with heavy rifled cannon, otherwise in calm and light winds they can only be helpless targets for the enemy. The commander of the *Florida* repeated here what he said in Madeira—that he had no wish to meet the *St. Louis* except in a calm. Had he gone out to the northward instead of to the southward of Teneriffe the night before last he would have had his wish gratified, as we were becalmed only 32 miles to the northward of the island.

In addition to my hurried report from Madeira of the departure of the *Florida* from that island, which it was beyond the means at my command to prevent, I think it is proper for me to say that I could not get underway or keep underway to watch the *Florida* before she moved without losing my position to windward, owing to the lightness of the

wind and the current setting to the eastward, and that I could at no time have prevented her escape without violating the neutrality of the port, had her commander chosen to have steamed directly for me. It would have been worth to us the loss of life that must have occurred had she poured in, as it was intimated she would, her broadside in passing, as the act must have outlawed her and her sister corsairs in the ports of every civilized nation, and we were ready to return ours.

The two vessels were anchored within half a mile of each other, the *St. Louis* in the usual man-of-war anchorage, three cables' length south by compass of Loo Rock [Funchal Harbor], the *Florida* close to the beach, abreast of the Pillar (so called and marked on the chart), where a sailing vessel would have no room to get underway. The blockade runner *Julia*, painted white, and anchored ahead [of] and almost lapping the *Florida*, was plainly visible all night, and the *Florida's* dark hull, to my oft and anxious enquiries, was reported to be in sight and pointed out until within a few minutes of the time it was discovered she had eloped. It would seem that the hull of another vessel was mistaken for the *Florida*. Until after midnight the wind was light from W. N. W. to W. S. W. (marked "1" for force on the log book), and varied by squalls, so that we rode in 30 fathoms water with only 40 fathoms chain. Unless disposed to wait and fight us, we could at no time have overtaken the *Florida* chasing to leeward, and supposing we overhauled her, she had only to steam to windward, choose a position beyond the range of our battery, and give us the weight of 130-pounder rifles, my only efficient guns at long range being our two 20-pounder Parrotts. My great object was to detain her in Madeira as long as possible by obstructing her coaling and supplies, hoping for the arrival of the *Kearsarge*, which I heard had left Oadiz.

The agents of the *Florida* managed the coaling business very bunglingly. There were two or three cargoes afloat in the roads, which might have been sent to sea to meet and coal her at some appointed rendezvous, without our being able to prevent it. The governor was desirous I should assent to the twenty-four-hour rule established by England and France, but I told him that, aside from its giving a steamer every advantage over a sailing vessel, I could not assent, as Portugal had not, to my knowledge, allowed belligerent rights to the rebels, and that I should follow her to sea if prudent to do so.

I believe I have done all that a naval commander could do under the circumstances, and hoping to receive the approval of the Department, I am, very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

[Enclosure.]

Extracts from letter to U. S. consul at Tenerife.

U. S. SLOOP OF WAR ST. LOUIS,
Funchal, Island Madeira, February 29, 1864.

MY DEAR SIR: The *Florida* arrived here night before last and is still in port. She reports herself as eighteen days from Brest, in want of coals, provisions, and water. The governor refused at first to allow her to coal, but has granted permission to take on board 20 tons to enable her to proceed to the nearest port. She will probably go from here to Santa Cruz, Tenerife, with that object, and I hope may meet the *Sacramento*.

Please communicate this to Captain Walke. If in port I shall watch her movements and follow her to sea, but without the anticipation of bringing her to action, as her commander says his mission is not to fight, but [to] destroy our commerce.

* * * * *
Please communicate this information to any naval commanders in your neighborhood and to our consuls at the Cape Verde Islands.

Yours, very truly,

GEO. HY. PREBLE,
Commander, U. S. Navy.

W. H. DABNEY, Esq.,
U. S. Consul, Teneriffe.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, from Bahia, Brazil, transmitting information regarding Confederate vessels.

U. S. S. MOHICAN,
Bahia, March 8, 1864.

SIR: I have to report to the honorable Secretary of the Navy that I have arrived at this port and have received the enclosed communication from our consul, Thomas F. Wilson, esq., and shall sail immediately for Cape St. Augustine [Brazil]. While writing this the U. S. ship *Onward* has come in from a cruise to the northward of this port.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. CONSULATE,
Bahia, March 7, 1864.

SIR: Enclosed please find a copy of a letter from the captain of the British brig *Belle of the Mersey*, which he handed me on the 25th February last, on his arrival in this port from Pernambuco, a copy of which I forwarded to you at Rio de Janeiro by the steamer of the 1st instant.

This is the only information I have in regard to the movements of the pirates.

About the middle of January last the British ship *Berbice* came into this port laden with coal, which has been stored on shore and in my opinion is intended as supplies for some of the pirates.

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

THOMAS F. WILSON,
U. S. Consul.

O. S. GLISSON,
Commander, U. S. S. Mohican.

[Subenclosure.]

BAHIA, *February 25, 1864.*

On Sunday, the 21st day of February, at 3 p. m., Cape St. Augustine [Brazil] bearing N. W. by compass, distant 10 miles, saw a three-

masted fore-and-aft screw steamer steaming northward. She then came toward us and hoisted the English ensign and ran up 4910; answer 3 pdt. 8175. She then hoisted the Confederate flag and steamed again northward.

E. R. HOBLYN.

Letter from Colonel Baker, agent for the War Department, to the Secretary of War, giving information of the presence in Canadian ports of two armed schooners intended for piratical purposes.

WASHINGTON CITY, D. C., March 8, 1864.

SIR: Herewith I have the honor to forward a statement furnished by one of my agents, who has been in Upper Canada for some two months. The statement can be relied upon as being true in every particular:

There is now lying in Rondeau Harbor, about 17 miles from Chatham, Canada West, a fore-and-aft schooner named the *Montreal*, commanded by one Captain Whitby, formerly a lieutenant in the Confederate Navy. She has on board two 24-pounders, a quantity of ammunition, arms chests, outlasses, boarding pikes, etc. She has also a crew of fourteen men, nearly all escaped rebel prisoners.

There is also lying in New Creek, Long Point Marsh, and about 15 miles from Port Stanley, Canada West, a schooner named the *Saratoga*. She has four 18-pounders on board and is manned with a crew of sixteen men.

Both of the vessels referred to are not dismantled, as is usual during the winter months in that climate, but are kept in sailing condition at the shortest notice.

My informant has mingled and talked freely with the crews of these vessels, and they do not hesitate to avow their piratical intentions as soon as navigation is resumed in the spring.

I am, sir, your obedient servant,

I. O. BAKER,
Colonel and Agent, War Department.

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

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the arrival of that vessel at Pernambuco, Brazil, from cruising off Cape St. Augustine.

U. S. S. MOHICAN,
Pernambuco, March 11, 1864.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at this port, and that I cruised off Cape St. Augustine and could learn nothing of the mysterious steamer mentioned in Consul Wilson's letter to me, dated 7th March, 1864, and enclosed to the Department on the 8th March from Bahia. The impression at Pernambuco is that the statement of Captain Hoblyn was a fabrication, for they say if this vessel had been where he stated that the people of Pernambuco must have known of her movements, as Cape St. Augustine is only 12 miles from Pernambuco and there is hourly communication with the cape.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIBBON WELLES,
Secretary of the Navy.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, regarding the cause of delay in departure from Bahia, Brazil.

U. S. SHIP ONWARD,
Port of Bahia, March 12, 1864.

SIR: I have the honor to enclose herewith a copy of a communication from the consul of the United States at this port.

The U. S. steam sloop *Mohican* having sailed from this port on the 8th instant for the United States, via Pernambuco, I have deemed it for the best interest of the Department to remain here long enough to get additional information from up the coast in regard to the vessel mentioned in the enclosed communication* before proceeding to Rio de Janeiro.

I have the honor to be, sir, very respectfully, your obedient servant,
WM. H. CLARK,
Acting Master, Commanding.

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

Letter from Vice-Admiral Talbot, R. N., commanding H. B. M. ship Formidable, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the coaling of the latter vessel in British ports.

H. B. M. SHIP FORMIDABLE,
Sheerness, March 13, 1864.

SIR: In pursuance of directions from the right honorable the lords commissioners of the admiralty, and in conformity with a letter from Earl Russell, her Majesty's secretary of state for foreign affairs, I am to signify to you that if you take in coals in Margate Roads you can not be allowed to be again supplied in the same or any other port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, without special permission, until after the expiration of three months from the time when such coals may have been last supplied to the Federal steamship under your command within British waters.

I am, sir, your most obedient servant,

CHARLES TALBOT,
Vice-Admiral, Commander in Chief.

CAPTAIN OF THE FEDERAL STEAM SLOOP KEARSARGE.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the cruise of that vessel in Chinese waters.

U. S. S. WYOMING,
Macao [China], March 13, 1864.

SIR: In my dispatch of February 12 from this place I informed the Department of my intention of proceeding south as soon as my supplies were on board.

On the 15th I received orders from Captain Price, senior officer present, to "proceed to Foo-Chow and render all proper aid and protection in

* See p. 610.

(my) your power to Americans and their interests at that place." In obedience to the order, I left on the 16th and arrived at Foo-Chow on the 28th.

On my arrival learned the particulars of the partial destruction of the churches belonging to the American and English missionary establishments on the 16th January last. Prompt demands were made by both the English and American consuls for reparation; the demand of the former was immediately complied with, having a gunboat to back him, but that of the American consul was met evasively.

On the arrival of this ship and a request for an interview with the authorities, the amount (\$4,200) claimed was promptly paid. At the interview a demand was made that the guilty parties concerned in the riot and destruction of property should be arrested and punished, and that in future the property of foreigners should be protected and respected by the authorities, all of which was readily promised by the governor.

I would state that at the interview I was accompanied by Mr. [A. R.] Hewlett, the English vice-consul, and Lieutenant Commanding [John O.] Tucker, of the gunboat *Buster* [*Bustard*], Mr. Clarke, our vice-consul, and several officers of the ship. As the English church had been attacked at the same time, it was thought advisable that we should make the demand jointly. To Mr. Hewlett my thanks were due for interpreting on the occasion.

On the 6th I left Foo-Chow and arrived here on the 10th, via Hong-kong. I shall proceed south on the arrival of the mails.

No further information of the *Alabama* has been received here since the landing of the crew of the *Emma Jane*, on the 8th of January last, on the coast of Malabar.

The health of the officers and crew, I am happy to state, is good.

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

D. McDOUGAL,
Commander.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the designation of the U. S. steamers Neptune and Galatea for convoy duty.

FLAGSHIP POWHATAN,
Cape Haitien, March 16, 1864.

SIR: I have the honor to report the arrival of the steamer *Neptune*, Commander Sanford, at this port on the 9th of February, and of the *Galatea*, Commander Quest, on the 29th of the same month.

They have been assigned to the duty of convoying the California steamers, alternately, as the work for one ship is severe in this climate on the firemen and coal heavers, and repairs are often needed.

Very respectfully, your obedient servant,

J. I. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding U. S. S. Rhode Island and her commander.

FLAGSHIP POWHATAN,

Cape Haitien, March 18, 1864.

SIR: The *Rhode Island*, being much in need of repairs, as shown by enclosed report of Commander Trenchard, with a copy of a survey, has been ordered to Boston.

This ship has performed much active and useful service, and Commander Trenchard has proved himself a zealous, efficient, and correct officer.

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

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding some needs of the squadron.

FLAGSHIP POWHATAN,

Cape Haitien, March 18, 1864.

SIR: There will be required for this port, after April, a moderate supply of coal, say 300 or 400 tons a month, for the use of ships employed in convoying the California steamers. The supply at other points of the station is supposed to be ample for a considerable time.

In this connection I would ask the attention of the Bureau of Equipment to an application made on the 17th of January for two lighters for this port. The numbers being barely sufficient for the commercial wants of the place, it is sometimes difficult to obtain their use.

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

J. L. LARDNER,

Acting Rear-Admiral, Commanding West India Squadron.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, giving additional information regarding the U. S. S. Florida.

U. S. SLOOP OF WAR ST. LOUIS,

Santa Cruz, Teneriffe, March 18, 1864.

SIR: Having completed the necessary repairs on our sails, I shall leave here to-morrow on my return to Lisbon and Cadiz, touching at Madeira and the Azores, if the winds favor me to do so.

Herewith I forward a copy of Mr. Bayman's letter to the Secretary of State, acknowledging his appointment to act as consul at Madeira, and asking it continued through this year for the benefit of the widow of our late consul.

Since my last communication I have obtained this additional information respecting the *Florida* from a British army officer who was repeatedly on board of her, viz: Her battery consists of two pivot guns, 130-pounder rifles, and six broadside guns, all rifled. She has the tracks laid for a third pivot gun, which, with its carriage, is on board, unmounted, and is a very heavy rifled gun. By his description I judge it a Blakely gun, quite as large as our 11-inch Dahlgrens. Morris told him he should not mount it at sea, but it was intended for use whenever he made a demonstration in smooth water. He also told him he had positive orders to avoid our cruisers and not to fire a shot

unless to save his ship, and added the *St. Louis* could do him no harm and he had no wish to harm her, but would burn a ship under her nose if he chanced to meet one. This officer was not informed, of course, as to the further cruising of the *Florida*, but seems to think she will be next heard of off New York or Philadelphia. My own opinion is that she and the whole rebel fleet have been preparing for a raid on our Pacific coast.

On the 15th there sailed from here, for the Rio Grande, the iron paddle-wheel steamer *Fairy*, of Glasgow, said to be intended to run up and down that river as a ferryboat. She had another name, apparently, on her stern, covered over with a board.

Judge C. V. Dyer U. S. commissioner to Sierra Leone [Africa], left here in the steamer of the 14th for Cadiz, on his return from the coast.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the U. S. steamers Georgia, Florida, and Rappahannock.

U. S. S. KEARSARGE,
Off Dover, England, March 21, 1864.

SIR: I have the honor to inform the Department that after leaving Brest we continued for some days to cruise from point to point in hopes of falling in with the *Georgia* or *Florida*. Reports everywhere reached us that these vessels still remained in the channel. On our arrival at Cherbourg we found several American vessels had sought safety in the harbor to escape the *Georgia*, which cruiser was said to be lying under Cape Barfleur. I immediately proceeded to that point, proved the falsity of the report, and returned to Cherbourg to give the information.

Leaving Cherbourg for Dover, reports were again brought to us that the *Florida* was off the coast of France, and on our arrival in the roads of Boulogne in search of her a person calling himself an agent of our consul at London affirmed positively that in two or three days he would give us information of her position. The man knew too much, and although a telegram was received from London that he was true, I soon satisfied them that he was a rebel spy, and the various reports had been circulated to draw us off from watching the *Rappahannock*.

The appearance of the *Florida* at Madeira has set at rest all these reports, and we are left at liberty to direct our whole attention to the *Rappahannock*.

I have to inform the Department that the season has been of unusual severity, and we have been driven from point to point from England to France to take shelter under any headland that afforded us a lee.

The mode adopted to intercept the *Rappahannock* has been at such times at night, when the tide served (as she can only come out of the inner harbor at Calais near high water) to lie off the port with our lights out, waiting her departure.

Such, however, is the thick and foggy weather of the channel that there is every reason to apprehend that the *Rappahannock*, pursuing the same plan as we adopt, would escape us. I have thought it best, therefore, and, at the instance of Mr. Adams and [Mr.] Morse, have hired a small steamer at £10 per day, which vessel secretly will keep watch

upon her, follow, and signalize her departure to us. This plan, should we be able to keep the *Kearsarge* supplied with coal, which the twenty-four hour law denies to us in port, will no doubt eventuate in her capture.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. WINSLOW,
Captain.

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

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Bahia, Brazil, and referring to the movements of the U. S. vessels Onward and Mohican.

U. S. S. SACRAMENTO,
Off Bahia, Brazil, March 21, 1864.

SIR: I have the honor to report the arrival of the *Sacramento* at this port on the 14th instant, nine days from Porto Grande [Cape Verde Islands].

We passed in sight of many sailing vessels, all of which were in appearance peaceful voyagers. We passed one steamer on this coast, and upon close examination found her to be a Brazilian guard coaster, two days from this port, bound for Pernambuco.

The U. S. ship *Onward* sailed from here on the 17th, destination unknown. Her commander informed me that the U. S. S. *Mohican* was at Pernambuco, and that it was the intention of Captain Glisson to sail for the United States in five days after he arrived there, and I regret that I could not send his letters to him by an English mail steamer which sailed out of this port as we came to an anchor. The chief engineer of this vessel required seven days to clean the boilers and make some necessary alterations in the eccentrics of the engines while in this port.

I will proceed on my cruise to-day, touching at Rio [de] Janeiro on our way down. Our sick list is still unusually large, averaging from eighteen to twenty, and our crew being short of the complement, without a man to fight our four howitzers, I have reenlisted for this ship 1 seaman, 1 ordinary seaman, and 1 landsman (also 1 boy transferred) from the *Onward*, whose terms of service had expired.

I am, sir, very respectfully, your obedient servant,
HENRY WALKE,
Captain.

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

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Lisbon, Portugal.

U. S. SLOOP OF WAR ST. LOUIS,
Lisbon, March 27, 1864.

SIR: I have the honor to report the arrival of the *St. Louis* at this port, seven days from Santa Cruz, Teneriffe. We were prevented touching at Madeira and Fayal, as I intended, by a succession of strong westerly and southwesterly gales, which attended us until within 200 miles of Lisbon, when they were succeeded by calms and light airs.

I have also to acknowledge the receipt of a communication from the Department directing me to revoke the appointment of Acting Master's Mate J. H. Langley, which I have obeyed.

After granting the crew liberty on shore, I shall leave for Cadiz to obtain the necessary supply of provisions and stores.

Should the ship be kept much longer on this station it will be necessary to dock her, as her copper is so worn, ragged, and foul as to impede her sailing, and unless it is repaired she will soon be worm-eaten.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

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

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the arrival of that vessel at Boston.

U. S. S. RHODE ISLAND,
Navy Yard, Boston, March 28, 1864.

SIR: In conformity with the orders of Acting Rear-Admiral Lardner, commanding West India Squadron, a copy of which is herewith appended, I have the honor to report the arrival of the *Rhode Island* at this port after a passage of nine days from Cape Haitien.

The U. S. S. *Glaucois* arrived on the 9th instant at Cape Haitien, having on board Senor Murillo, president-elect of the United States of Colombia, and after coaling proceeded on her destination on the 12th.

I enclose herewith a list of officers and passengers, together with a list of supernumeraries sent north sick from the West India Squadron, marked 1 and 2, respectively.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

[Enclosure.]

FLAGSHIP POWHATAN,
Cape Haitien, March 19, 1864.

SIR: You will proceed with the *Rhode Island*, under your command, to Boston, and upon your arrival report to the Navy Department and to the rear-admiral commanding the station.

Very respectfully, your obedient servant,

J. I. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Commander STEPHEN D. TRENCHARD,
U. S. S. *Rhode Island*.

Order of the Secretary of the Navy to Commander Carter, U. S. Navy, commanding U. S. S. Michigan, to prepare that vessel for active service in view of a rumored raid upon some city of the Great Lakes.

NAVY DEPARTMENT, March 28, 1864.

SIR: Major-General Halleck has communicated to the Department a letter received from General Heintzelman, commanding Northern Department, with a dispatch from the military commander at Detroit,

in reference to a plan said to be on foot for a raid upon some lake city. It is stated there is at Rond Base [Rondeau] an armed schooner, waiting for navigation to open, that is to take part in this raid; that this schooner is to be taken in tow by some steamer which will be seized at Windsor by the rebels in Canada, and the two together will attempt to carry out the design.

General Heintzelman does not feel much apprehension on the subject, but considers it advisable to have the steamer *Michigan* ready, and has suggested that she be ordered to the upper part of Lake Erie as soon as the ice will permit.

In communicating this information the Department directs that you will have the *Michigan* prepared for active service as soon as the ice will permit, and it will be well for you to proceed to the upper part of the lake, as General Heintzelman suggests, to further investigate the matter and give any assistance that may be required.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander J. C. CARTER,
Commanding U. S. S. Michigan, Erie, Pa.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the arrival of that vessel at Bahia, Brazil.

U. S. STEAM SLOOP WACHUSETT,
Bahia, Brazil, March 28, 1864.

SIR: I have the honor to report our safe arrival yesterday at this place, being thirty-three days from Port Royal, S. C.

After coaling, filling up our provisions, and making some slight repairs to the machinery, which will probably require about eight days, I will proceed to execute your instructions of the 27th of January last.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

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

Letter from the U. S. consul at Bordeaux, France, to the U. S. consular agent at Calais, announcing the presence of the U. S. S. Georgia in the former port.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bordeaux, March 28, 1864.

DEAR SIR: Mr. Dayton writes me that the *Kearsarge*, United States man-of-war, is likely to be at the port of Calais. If so, please inform the commander that the Confederate steamer *Georgia* is now lying at this port for repairs and will likely remain here some time. This port is 70 or 80 miles from the mouth of the river, and there will be little trouble in the *Kearsarge* catching her if she comes around here. The *Georgia* has five cannons (London make) mounted and three unmounted. Her commander, Lieutenant W. B. Evans, went to Paris on the evening of her arrival, 25th instant. Her other officers are: J. H. Ingraham, first lieutenant; O. K. King, second lieutenant; S. S. Lee, third lieutenant; J. T. Walker, sailing master; J. M. Morgan, midshipman;

O. E. Hunt, master's mate; I. J. Whendan [T. J. Wheeden?], surgeon; R. W. Curtis, paymaster; W. Dand [David?], gunner; with some seventy men.

There is one American vessel in port only going to United States; another daily expected in from Callao.

The four rebel vessels building here are progressing rapidly; one was launched last week. The French Government has given assurance they shall not go into rebel hands, but I fear the results.

Please inform any man-of-war you can hear of.

Respectfully,

O. DAVISSON,
U. S. Consul.

Report of Captain Walko, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Rio de Janeiro, and intended departure for Cape Town, Cape Colony.

U. S. S. SACRAMENTO,
Off Rio [de] Janeiro, Brazil, March 29, 1864.

SIR: I have the honor to report the arrival of the *Sacramento* at this port on the 25th instant. We saw no suspicious-looking vessels on our way.

I have received no intelligence of any rebel cruisers south of the equator. We are now taking in a supply of coal and provisions (being delayed by the holidays), and I regret that we shall be obliged to have the bread baked here, as there is none in market good for ship's use. I expect to leave this port for Cape Town in a few days, unless I receive information of rebel cruisers or further instructions from the Department by the British mail.

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

H. WALKER,
Captain.

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

Letter from the Secretary of the Navy to Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, expressing disapproval of his course in drawing the shot from his guns upon the arrival of the O. S. S. Florida in the same port.

NAVY DEPARTMENT, March 31, 1864.

SIR: I have received your No. 12,* dated the 1st instant, reporting the departure of the rebel steamer *Florida* from Funchal. In your dispatch you state that your men were wild to fight and that you drew the shot from your guns the day the *Florida* came in, fearing in their excitement they would fire into her without orders and break the neutrality of the port.

The Department strongly disapproves of your having taken the shot out of your guns. Had the *Florida* violated the neutrality of the port and fired into the *St. Louis* the honor of our flag would have been compromised, and the act as it stands is humiliating to an officer.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander GEO. H. PREBLE,
Commanding U. S. Ship *St. Louis*, Lisbon, Portugal.

* See p. 622.

OPERATIONS OF THE CRUISERS—CONFEDERATE.

FROM JANUARY 1, 1863, TO MARCH 31, 1864.

OPERATIONS OF THE CRUISERS—CONFEDERATE.

FROM JANUARY 1, 1863, TO MARCH 31, 1864.

Cruises of the O. S. S. Florida and tenders.

Instructions of Admiral Buchanan, U. S. Navy, commandant Mobile, Ala., to Lieutenant Maffitt, U. S. Navy, commanding O. S. S. Florida, relative to running the blockade from Mobile.

NAVAL COMMANDANT'S OFFICE,
Mobile, January 6, 1863.

SIR: It is desirable that the *Florida* should be painted lead color when she runs through the blockading squadron. As you may not have the paint on board, you can approach very near that color by using lampblack in whitewash. A friend from Havana sent me word that a vessel of that color can not be seen well at night; he has tried it. When you sail, have the *Florida* prepared in all respects for a fight—hammock nettings taken down, men at quarters, etc. Exercise caution and judgment, and escape the blockaders if possible without using your guns, as they would give the alarm to the whole squadron at anchor and to those cruising off the coast.

Respectfully, your obedient servant,

FRANK'N BUCHANAN,
Admiral, etc.

Lieutenant Commanding JOHN N. MAFFITT,
O. S. S. Florida, Mobile Bay.

Report of Lieutenant Maffitt, U. S. Navy, commanding O. S. S. Florida, of the escape of that vessel from Mobile, Ala., and arrival at Nassau, New Providence.

O. S. S. FLORIDA,
Nassau, New Providence, January 27, 1863.

SIR: I have the honor to inform the Department that on the morning of the 16th instant I ran through the blockading force, twelve in number, that were clustered around Mobile Bar to prevent the egress of this vessel. We were not discovered until in the midst of them; an animated chase that lasted all day then commenced. The *Florida*, under a heavy press of canvas and steam, made $14\frac{1}{2}$ knots an hour, and distanced all her pursuers except two in a few hours, and that night, by changing the course, the two that held their way with us were eluded.

On 19th overhauled the bark *Estelle*, from Santa Cruz, and bound to Boston, loaded with honey and sugar; received the crew on board and burned the vessel. On the night of the 20th arrived at Havana, landed the prisoners, and on the following day coaled the vessel. At daylight on the morning of the 22d sailed to the eastward; that day burned two vessels, the brig *Windward*, from Matanzas, bound to Portland, and the *Corris Ann*, of Philadelphia, bound to Matanzas.

On the morning of the 23d the engineer in charge reported that the coal received at Havana would not make steam. Ordered a general survey on the same, which resulted in its condemnation. Crossed the Bahama Banks and arrived in this port yesterday morning. Have discharged the condemned coal, and received a good quality in its place. Shall sail in two hours for the coast of New England. I regret to state that while coaling the vessel last night the following men succeeded in deserting, viz: _____.

I am, respectfully, your obedient servant,

[J. N. MAFFITT,
Lieutenant, Commanding.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of a board of officers appointed to examine quality of coal received by the C. S. S. Florida at Havana, Cuba.

C. S. S. FLORIDA,
At Sea, January 23, 1863.

SIR: In obedience to your order, we have examined the fires in the fire room, and from the best information in our reach we give our opinions about the coals received in Havana. It does not make a lively fire.

All the engineers, except Mr. Jackson, who has had no experience with it, agree that they can not carry with it a steady head of steam of more than 5 pounds.

The chief engineer reports that he has in the bunkers coal received in Mobile enough to run the vessel three days, and that it is superior in quality to that taken on board in Havana. The speed given by the latter during the morning watch to-day does not exceed 5 knots.

It is our opinion that enough of the Cardiff coal should be thrown overboard to make a gangway to the better coal; that the ship should be run with the latter to the nearest English port where we can get coal; that the Cardiff coal should be then discharged and better coal taken on board.

We are, very respectfully, your obedient servants,

S. W. AVERETT,
Second Lieutenant, U. S. Navy.

J. L. HOOLE,
Second Lieutenant, U. S. Navy.

O. W. READ,
Second Lieutenant, U. S. Navy.

S. G. STONE, Jr.,
Second Lieutenant, U. S. Navy.

JOS. D. GRAFTON,
Passed Assistant Surgeon, U. S. Navy.

F. GARRETSON,
Passed Assistant Surgeon, U. S. Navy.

JUNIUS J. LYNCH,
Assistant Paymaster, U. S. Navy.

JOHN SPIDELL,
Acting First Assistant Engineer, U. S. Navy.

Lieutenant Commanding JOHN N. MAFFITT.

Letter from Confederate agent at Havana, Cuba, to the Secretary of State of the Confederate States, reporting the movements of the C. S. S. Florida.

HAVANA, *January 26, 1863.*

SIR: I have the honor to inform you that the Confederate gunboat *Florida* arrived at this port at 8 o'clock p. m. of the 20th instant, and ran immediately into harbor; that Captain Maffitt, without waiting the visit of the health officer, with his first lieutenant, landed and came to my residence; that I went with them to the city, and before 12 o'clock had purchased his coal and made every arrangement, except the permit of the captain of the port, for his taking on board everything he required; that early the next morning I called on the captain of the port and made such apology as I thought honorable and dignified for the two breaches of the rules of the port, i. e., the entering the harbor after sundown and the landing before the surgeon's visit, which proved entirely satisfactory, and obtained the orders for coaling the steamer. At sunset the *Florida* was ready for sea, but Captain Maffitt preferred to remain until daylight the next morning, which he did, and then went to sea. After leaving Havana, I learn from reliable sources the *Florida* captured and destroyed seven Federal vessels in forty-eight hours. It may be proper to remark in this connection that the Federal consul-general, Mr. Shufeldt, at 12 m. of the 21st instant dispatched a steamer for Key West, and in the evening called on the captain-general and represented that she was a vessel of war, and asked that the *Florida* be detained in the port for twenty-four hours, which order the captain-general felt bound to give, but upon being informed that Mr. Shufeldt had deceived him in the character of the vessel he immediately canceled his order and left the *Florida* to sail under the permit given by the captain of the port.

It affords me great pleasure to add that the Spanish officials and merchants behaved with their usual courtesy and good feeling for us during the stay of the *Florida*.

I have the honor to enclose herewith a dispatch for you from Mr. Sidel, received open, under cover to me, on the 22d instant.

I have the honor to be, with great respect, your obedient servant,

CH. J. HELM,

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

Letter from Lieutenant Maffitt, C. S. Navy, commanding C. S. S. Florida, to the governor of Barbados, requesting permission to coal in that port.

C. S. S. FLORIDA,
Barbados, February 21, 1863.

SIR: Having been much injured in a recent gale of wind, and being entirely out of coal, expended in said gale, I have been forced into this port for repairs, etc.

Under the circumstances, I am under the necessity of asking special permission to recoal and obtain such lumber, etc., as will enable me to immediately depart for distant seas.

I am, most respectfully, your obedient servant,

J. N. MAFFITT,
C. S. Navy, Commanding C. S. S. Florida.

His Excellency JAMES WALKER, C. B.

Appointment by Lieutenant Maffitt, U. S. Navy, of Robert Gordon, esq., of Bridgetown, Barbados, to be Confederate agent at that port.

To all to whom these presents shall come, greeting: Be it known:

Whereas I, John N. Maffitt, commander of the Confederate States steamer of war *Florida*, have put into the port of Bridgetown, in the British island of Barbados, for the purpose of coaling and provisioning my ship aforesaid, and whereas I have deemed it expedient and necessary that my said Government should be duly and fitly represented at the port aforesaid;

Now know ye, that by virtue of the power and authority in me vested by my said Government I do hereby nominate, constitute, and appoint Robert Gordon, esq., of the city of Bridgetown aforesaid, merchant, trading with others under the firm and style of Michael Oavan & Co., to be agent of the Confederate States of America at the port aforesaid, and I do hereby enjoin and command all officers of my Government, both army and navy, and all merchant captains and others sailing under or claiming the protection of my said Government, to recognize the said Robert Gordon in that said capacity.

In witness whereof, I have hereunto set my hand and seal at Bridgetown, Barbados, this 25th day of February, in the year of our Lord 1863.

[J. N. MAFFITT,
Lieutenant, U. S. Navy.]

Report of Lieutenant Maffitt, U. S. Navy, commanding U. S. S. *Florida*, of the capture by that vessel of the ship *Jacob Bell*.

U. S. S. FLORIDA,
Barbados, February [26], 1863.

Sir: When I last wrote you I was on the eve of starting for the coast of New England. When I proceeded as far as Cape Hatteras a violent gale of wind overtook the vessel and handled her very severely. I was compelled to cross the Gulf Stream to get out of it, and by this time my coal was so reduced that I was necessitated, reluctantly, to relinquish my dash on the New England coast and bear up to one of the West India Islands to supply the vessel with coal.

On the 12th, 4 o'clock p. m., captured the splendid ship *Jacob Bell*, from Foo-Chow, bound to New York with a choice cargo of teas, the value of which was over two million of dollars; this, one of the finest vessels that sailed out of the port of New York; received her crew and passengers on board and burned the ship.

On the [17th] put the passengers and crew on board of the Danish brig [*Morning Star*], bound to St. Thomas, and then made the best of my way to this port, arriving on the morning of the [24th]. We were received by the inhabitants with the greatest courtesy and every manifestation of good will. The governor at first declined to permit me to coal, as three months had not elapsed since I coaled in an English port. The proclamation of neutrality does not admit the entrance of either belligerent into an English harbor oftener than once in three months. However, after several interviews I succeeded in obtaining the governor's consent to coal the vessel.

When we started from Mobile the engineer in charge reported Third Assistant Engineer [W. H.] Jackson as totally unfit for his position, and that he had frequently, by his incapacity and negligence, endangered the safety of the engine. I relieved him from charge of a watch in the engine room and placed him with the second engineer, that he

might be instructed in his profession and eventually be made of service to the ship. This officer has again been reported as indifferent and inattentive. His presence proving a disadvantage, I have given him permission to return to the Confederacy, stating in the said permission the reasons for granting it. I shall sail for the equator at 9 o'clock this evening.

Very respectfully, your obedient servant,

[J. N. MAFFITT,
Lieutenant, Commanding.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Instructions from Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, to Lieutenant Averett, commanding U. S. tender Oreto (*Lapwing*).

[MARCH 28, 1863.]

SIR: I send you a signal book and complement of flags.

Latitude 0°, longitude 29° 30', rendezvous No. 1.

The island of Fernando de Noronha, rendezvous No. 2.

At a future period I will name such points of rendezvous as may be expedient.

As a general rule, you will keep from 6 to 8 miles apart from this vessel, that our view may be more extended. Get your vessel in good sailing trim and efficient as our means will admit.

If, by any contingency, we may become separated, I'll be found at rendezvous No. 1; but if forced into a port for fuel, information will be had at rendezvous No. 2. In time you will receive more men.

I am, respectfully, etc.,

[J. N. MAFFITT,
Lieutenant, Commanding.]

To Lieutenant Commanding AVERETT,
[*U. S. Tender Oreto (Lapwing).*]

Letter from Colonel Leal, commanding at the fort of Fernando de Noronha, Brazil, to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, protesting against breaches of neutrality committed in that port.

[Translation.]

QUARTERS IN THE FORT OF FERNANDO DE NORONHA,
May 1, 1863.

I have been informed by his Excellency the president of the province, in pursuance of an official communication from Major Sebastião José Basilio Pyrrho, whom I have just succeeded in the command of this fort, that Commander Semmes, of the steamer *Alabama*, of the Confederate States of America, having anchored on the 10th day of April last in the harbor of Ilha Rata (Rat Island), near here, remains there in relations with the fort, having sailed out several times for the purpose of capturing vessels belonging to the United States and having returned to the same place after taking and burning two, viz, the ship *Louisa* [*Louisa Hatch*] and the brig *Haticory* [*Kate Cory*]. He withdrew from this fort on the 20th of the same month. Mr. John Maffitt, commander of the steamer *Florida*, having likewise entered this harbor on the 28th of the aforesaid month for the same purpose (which is abundantly proved by the fact that the aforesaid Mr. John Maffitt put ashore, on the beach of this fort, thirty-two persons who belonged to the crews of the ships

Oneida, *Jacob Ball*, and *Seja* [*Henrietta?*], after that vessel had been burned), and such acts being manifest violations of the law of nations and of the neutrality and sovereignty of a friendly nation, which has never allowed its territorial waters to be made a place of shelter and a base of hostile operations against vessels belonging to another nation, this commandancy energetically protests against such acts in the name of the Government of his country, and notifies Mr. John Maffitt, commander of the steamer *Florida*, in default of other more forcible means of signifying his condemnation of all such acts, to withdraw from the territorial waters of this island and those adjacent within twenty-four hours from the time of the official reception of this notice, this space of time being granted to him for the sole purpose of providing himself with such supplies as may be indispensable to him in order to continue on his voyage; and moreover, in the name of his Government he protests against the consequences that may result between the Confederate States and the Empire from Mr. Maffitt's disregard of this notice.

This commandancy hopes that Commander John Maffitt will not refuse to promptly conform to a notification that is based on right and justice.

At the expiration of the time above mentioned, if the steamer *Florida* shall not have withdrawn, I shall announce that expiration by a blank cannon shot, and after that I shall break off all relations with the commander and his crew and I shall prevent him from having any communication with the shore as far as I am able, and I shall refuse to him as effectively as possible any aid or comfort, and I renew, in conclusion, the protests which are stated above with sufficient explicitness.

ANTONIO GOMES LEAL,
Colonel, Commanding.

MR. JOHN MAFFITT,
*Commander of the Steamer Florida,
of the Confederate States of the American Union.*

Letter from Lieutenant Read, U. S. Navy, to Commander Maffitt, U. S. Navy, commanding U. S. S. *Florida*, proposing plans for a raid upon United States shipping in Chesapeake Bay.

U. S. S. FLORIDA,
At Sea, May 6, 1863.

SIR: I propose to take the brig* which we have just captured, and, with a crew of twenty men, to proceed to Hampton Roads and cut out a gunboat or steamer of the enemy.

As I would be in possession of the brig's papers, and as the crew would not be large enough to excite suspicion, there can be no doubt of my passing Fortress Monroe successfully. Once in the Roads I would be prepared to avail myself of any circumstance which might present for gaining the deck of an enemy's vessel. If it was found impossible to board a gunboat or merchant steamer, it would be possible to fire the shipping at Baltimore.

If you think proper to accede to my proposal, I beg that you will allow me to take Mr. [E. H.] Brown and one of the firemen with me. Mr. Brown might be spared from this ship, as his health is bad, and you could obtain another engineer at Pernambuco.

Very respectfully, your obedient servant,

C. W. READ,
Second Lieutenant, U. S. Navy.

[Lieutenant Commanding JOHN N. MAFFITT.]

*The brig *Clarence*.

Letter from Commander Maffitt, U. S. Navy, commanding U. S. S. Florida, to Lieutenant Read, U. S. Navy, approving proposed plans for raid upon United States shipping in Chesapeake Bay.

[MAY 6, 1863.]

SIR: Your proposition of this date has been duly considered, under such advisement as the gravity of the case demands.

The conclusion come to is that you may meet with success by centering your views upon Hampton Roads. The *Sumpter* (a Cromwell steamer) is now a kind of flagship anchored off Hampton Bar, and at midnight might be carried by boarding. If you find that impracticable, the large quantity of shipping at the fort, or in Norfolk, could be fired, and you and crew escape to Burwell's Bay, thence making your way in safety to the Confederate lines.

The proposition evinces on your part patriotic devotion to the cause of your country, and this is certainly the time when all our best exertions should be made to harm the common enemy and confuse them with attacks from all unexpected quarters. I agree to your request, and will not hamper you with instructions.

Act for the best, and God speed you. If success attends the effort you will deserve the fullest consideration of the Department, and it will be my pleasure to urge a just recognition of the same.

Under all circumstances, you will receive from me the fullest justice for the intent and public spirit that influences the proposal.

I give you a howitzer and ammunition, that you may have the means of capture if an opportunity offers en route.

Wishing you success and a full reward for the same,

I am, yours, very truly,

[J. N. MAFFITT,
Commander, U. S. Navy.]

Lieutenant READ.

Letter from Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, to the governor of Pernambuco, Brazil, requesting anchorage in that harbor.

[U. S. S. FLORIDA, May 8, 1863.]

SIR: Serious damage to the engine of this steamer, as well as want of fuel, has rendered it necessary for me to enter the harbor of Pernambuco.

I respectfully request the privilege of an anchorage for a few days, until this vessel can be prepared for sea. Every exertion will be made to render her tarry as brief as possible.

I take the liberty of remarking that the courtesy I have above solicited has been unhesitatingly conferred upon Confederate States vessels in their necessities by many different nations since the commencement of this unhappy war.

I am, very respectfully, your obedient servant,

[J. N. MAFFITT,
Lieutenant, Commanding, U. S. Navy.]

His Excellency the GOVERNOR OF PERNAMBUCO, BRAZIL.

Letter from the governor of Pernambuco, Brazil, to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, restricting to twenty-four hours the stay of that vessel in port.

[Translation]

PALACE OF THE GOVERNMENT OF PERNAMBUCO,

May 8, 1863.

I have received the communication which has just been addressed to me, under date of to-day, by Mr. J. N. Maffitt, commander of the

steamer *Florida*; of the Confederate States of the American Union, which is now on the bank of the harbor of this capital. In that communication Commander J. N. Maffitt informs me that the engine of his steamer has suffered serious damage and that he is in want of fuel, and applies to this presidency for permission to anchor in this port for a few days, until his vessel is in a condition to sail, and promises to make every effort to render her stay as brief as possible. The commander remarks that a similar favor has been granted to vessels of the Confederate States in their necessities by many nations since the commencement of the unhappy war in the United States.

In reply, I have to inform Commander J. N. Maffitt that in the attitude which has been assumed by the Empire as a neutral nation, and which it is proper for it to maintain, and in view of the instructions which this presidency has received from its Government, it is not at liberty to grant him and his vessel, or to any vessel belonging to the other belligerent, anything in its ports beyond what is absolutely and strictly indispensable for the continuation of his voyage, or a stay longer than twenty-four hours for the purpose of procuring the same, when he is conducting prizes, except in case of forced arrival.

Consequently, as this condition (i. e., forced arrival) is lacking in the case of the *Florida*, since, in addition to steam, she uses sails for the purpose of navigation, and since it is known that she has on board, as prisoners, seamen taken from vessels which she has captured, and also, doubtless, articles that belonged to such vessels, although she is not conducting the latter, this presidency, owing to the instructions aforementioned and to its Government's duty to be strictly neutral, can only permit Commander J. N. Maffitt to lie at anchor in the harbor of this city for the space of twenty-four hours from the time of the reception of this communication, to receive coal and provisions during that time, and to get the engine of his vessel repaired, all this so far as is absolutely indispensable in order to continue his voyage, he not being permitted to remain any longer in the aforesaid harbor.

This presidency hopes that Commander J. N. Maffitt, respecting as he ought the rights and sovereignty of a neutral and friendly nation, will not oppose the slightest objection or resistance to this decision, which is based upon justice and right. If he does so, this presidency will be obliged, in the name of its Government, to resort to such other measures as circumstances may render advisable and as law and justice may authorize.

JOÃO SILVEIRA DE SOUZA.

Mr. J. N. MAFFITT,
Commander of the Steamer Florida,
of the Confederate States of the American Union.

Letter from Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, to the governor of Pernambuco, Brazil, protesting against the restriction to twenty-four hours in that port.

[U. S. S. FLORIDA,]
 May 8, 1863.

SIR: Your communication of this date is at hand (5:40 p. m.), in which you accord to me as a necessity the privilege of coaling and remaining in port twenty-four hours.

It is my duty to inform your Excellency that necessary repairs to the engine of this steamer, vital but not extensive, will require nearly four days.

If you insist upon my departing from hence in the time specified, you assume the responsibility of ejecting a disabled and distressed vessel of a friendly power upon the ocean, an act that would receive the condemnation of all civilized powers, and if I mistake not the admirable character of your Emperor would also be ignored by him as an improper construction of his edict of neutrality.

If I could make the voyage to the ports of those nations who, though equally stringent in pronouncing neutrality, yet in distress give time and assistance, I would not again infringe upon your notice my respectful but emphatic protest against this twenty-four hour rule under present circumstances.

The wording of the Emperor's proclamation of neutrality is of such a character as would imply authority in cases of imminent necessity for such repairs as are of a limited and not extensive nature.

The President of the Confederate States of America is solicitous for the cordial consideration of Brazil, and your Excellency may rest assured that I fully appreciate the sentiment and shall be governed by the same.

[J. N. MAFFITT,
Lieutenant, Commanding, U. S. Navy.]

His Excellency the GOVERNOR OF PERNAMBUCO, BRAZIL.

Letter from the governor of Pernambuco, Brazil, to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, granting an extension of time in that port.

[Translation.]

PALACE OF THE GOVERNMENT OF PERNAMBUCO,
May 9, 1863.

I have just received the communication addressed to me this day by Mr. J. N. Maffitt, acknowledging the receipt of one from this presidency bearing date of to-day, whereby the space of twenty-four hours was granted to him to remain in this harbor for the purposes stated in his communication. Commander J. N. Maffitt subsequently states, in his aforesaid communication, that the repairs needed by the engine of his vessel are of a vital character, and require, in order to be completed, a stay of at least twenty-four hours [four days]; that the insistence on the part of this presidency on his departing hence within the time specified involves great responsibility, viz, that of expelling from this harbor his vessel, which has been declared unable to continue its voyage with safety; that he protests against the enforcement of this rule in the condition in which his aforesaid vessel is, and that if any accident or loss should happen to it serious difficulty would arise from the refusal of sufficient time for the necessary repairs. Commander J. N. Maffitt adds that he considers inhuman and illiberal the manner in which this presidency understands the proclamation of neutrality issued by its Government.

In reply, I have the honor to inform Commander J. N. Maffitt that it has never been the intention of this presidency to fail to fulfill, in the case of the commander and his vessel, the duties of humanity that are called for by the neutral attitude which his Government is obliged to maintain, or to impair his natural means of defense and security, or to expose him to imminent dangers which he was previously able to avoid,

but simply to abstain in the aforesaid capacity as a neutral from lending him assistance that would put him in a better condition for war than he was before, owing to his own resources.

However, since Commander Maffitt insists on declaring that his vessel has suffered serious damage in consequence of disasters at sea which obliged him to enter this harbor, that the repairs which it needs are vital and important, that without them it can not continue on its voyage with the same safety as before, and that, in order to complete them, four days at least are indispensable, this presidency, accepting those statements as being true and made in good faith, and most positively declaring that it is its intention as well as that of its Government to be strictly impartial, and since, according to the instructions which have been transmitted to it by its Government, the *de facto* Government of the Confederate States is recognized as a belligerent for such acts and concessions as international law allows with them on the part of neutrals, it has resolved to grant to the aforesaid Commander Maffitt the privilege of remaining in this harbor the four days which he asks for, said days to be reckoned from the date of the reception of the communication from this presidency which is this day addressed to him, at the expiration of which time the *Florida* must leave this harbor without any further notice whatever, or even sooner, provided that the repairs are finished in a shorter space of time.

JOÃO SILVEIRA DE SOUZA.

Mr. J. N. MAFFITT,
Commander of the Steamer *Florida*,
of the Confederate States of the American Union.

Report of Lieutenant Maffitt, U. S. Navy, commanding U. S. S. *Florida*, of the cruise and captures by that vessel from March to May, 1863.

C. S. S. FLORIDA,
Pernambuco, Brazil, May [11], 1863.

SIR: On the 12th [6th] March, in latitude 15° 13' N., longitude 54° 38' W., captured the American ship *Star of Peace*, from Calcutta, bound to Boston, with 840 tons of saltpeter for the Federal Government, besides other valuable cargo. Received her crew aboard and burned the ship.

On the [13th] captured the schooner *Aldebaran*, from [New York], loaded with provisions, and bound to Maranhão, Brazil. Supplied the *Florida* with necessities and then destroyed the schooner.

On the 28th March captured the bark *Lapwing*, loaded with coal, tobacco, and provisions, from [Boston], and bound to [Batavia]. As she seemed to be a fine vessel, I placed two howitzers on board and ordered Lieutenant Averett to command her, furnishing him with two officers and eighteen men. He was ordered to meet me in longitude 30° on the equator, for the purpose of receiving coal from me [him].

On the [30th] captured the bark *M. J. Coleord*, loaded with provisions, from New York, and bound to Cape Town. Receiving on board such necessities as were required, placed the crew on board the Dutch [Danish] brig [*Christian*], and destroyed the prize.

On the [14th April], in latitude [10' S.] and longitude [29° 16' W.], fell in with the *Lapwing*, and by the [16th] succeeded in the arduous task of coaling the ship at sea.

On the 17th April captured the ship *Commonwealth*, bound from New York to San Francisco, Cal. She was a large and fine ship of some 1,300 tons, with a most valuable cargo on board, sixty thousand [dollars' worth] of which was on the account of the Federal Government. Received from her what was required on board the *Florida* and then destroyed her. On the 24th April captured the ship *Oneida*, from Shanghai, and bound to New York. She had on board a valuable cargo of choice teas, valued at \$1,000,000 in the United States. Received on board her crew and then destroyed her.

On the 23d April captured the bark *Henrietta*, of Baltimore, bound to Rio de Janeiro. Her cargo consisted of flour and other provisions. Her passengers and crew received aboard, and burned the vessel.

On the 24th placed our prisoners on board the French bark *Bremontier*, who stipulated to land them at Pernambuco.

On the [28th April] anchored off the settlement of the island of Fernando de Noronha, communicated with the governor, and found that the *Alabama* had sailed from here three days before our arrival.

On the 1st of May a Brazilian Government steamer came in, bringing a new governor for the island, the late governor having been deposed in consequence of reported extreme courtesy on his part to Captain Semmes, of the *Alabama*. On the day of the new governor's arrival he addressed me a long and somewhat absurd communication requesting my immediate departure from the island. I sailed on the ———, and on the [3d May] fell in with the *Lapwing*, Lieutenant Commanding Averett, who reported the capture by him of the ship *Kate Dyer*, which he bonded for \$40,000, as she had a neutral cargo on board.

Lieutenant Averett reported the *Lapwing* as leaking and totally unfitted for a cruiser. I detached him from the vessel, received on board her armament, and placed Acting Master R. S. Floyd in charge, with Midshipman Sinclair, instructing Mr. Floyd to anchor under the Rocas, 80 miles west of Fernando de Noronha, for the purpose of receiving from him his coal, which was of an excellent quality. I then proceeded on to this place, as it was necessary to have the facility of a machine shop for some important repairs.

On the 6th of May captured the brig *Clarence*, from Rio de Janeiro, bound to Baltimore with a cargo of coffee. Lieutenant C. W. Read proposed to take the *Clarence*, with her cargo and papers intact, proceed to Hampton Roads, and if possible cut out a gunboat, or burn the merchant vessels congregated at Fortress Monroe. I acceded to his proposition, and stated my plans for appearing about the same time on the coast of New England. At [Cape San Roque] Lieutenant Read with twenty men and Third Assistant Engineer [E. H.] Brown separated from the *Florida*.

On the morning of the 10th [8th] arrived off this port; it was 5 o'clock in the afternoon before the governor consented to send me a pilot, and received me in the harbor with evident reluctance. On his attempt to restrict me to the twenty-four hour rule I made a written protest and eventually succeeded in obtaining his permission to remain until the necessary repairs to the machinery were completed. In an interview with his Excellency I was very much impressed with his undisguised fear of the Federal Government. He informed me that three of their cruisers would arrive in a few days and implored me to leave at once, as he could not protect me from their anticipated violence. I could not but smile at his fears, and assured him that we did not require his protection, but simply the courtesy and facilities which were due from one friendly nation to another.

Although the United States influence is very great here, yet I think the majority of the citizens sympathize with the Confederacy. This goes by the regular English mail, care Fraser, Trenholm & Co., Liverpool. All well on board.

I am, respectfully, your obedient servant,

[J. N. MAFFITT,
Lieutenant, Commanding.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from the governor of the Island of Ceará, Brazil, to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, granting permission to take in coal for that vessel.

PALACE OF THE GOVERNMENT OF CEARÁ,
June 3, 1863.

In acknowledging the receipt of the communication which has this day been addressed to me by Mr. J. N. Maffitt, commander of the steamer *Florida*, I have to inform him that I grant the permission which he asks merely for the purpose of taking in coal in the harbor of this city, he to observe the legal provisions which are in force.

God guard you.

JOSÉ B. DA CUNHA FIGUEIREDO.

Mr. J. N. MAFFITT,
Commander of the Steamer Florida.

Letter from the lieutenant-governor of Bermuda to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, regarding exchange of salutes.

[BERMUDA, *July 15, 1863.*]

SIR: I shall be happy to return any salute that Commander Maffitt may be desirous of ordering in compliment to her Majesty the Queen. Ten or 12 o'clock to-morrow forenoon would, either of them, be convenient hours. In fact, any hour would suit if I am informed a short time previously.

I am, yours, obediently,

WILLIAM MUNRO.

[Lieutenant J. N. MAFFITT, U. S. Navy,
Commanding U. S. S. Florida.]

[Endorsement.]

The only foreign salute received by the Confederate Government.

[J. N. M.]

Letter from the governor of Bermuda to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Florida, transmitting extracts from rules of the British Government on the subject of neutrality.

GOVERNMENT HOUSE, MOUNT LANGTON,
Bermuda, July 16, 1863.

SIR: Her Majesty the Queen of Great Britain being fully determined to observe the duties of neutrality during the existing hostilities between the United States and the States calling themselves "the Confederate

States of America," and being, moreover, resolved to prevent as far as possible the use of her Majesty's harbors, ports, and coasts, and the waters within her Majesty's territorial jurisdiction in aid of the warlike purposes of either belligerent, I am commanded to communicate for your information and guidance extracts from certain rules laid down by her Majesty's orders and directions, and which came into force in these islands on the 5th day of March, 1862.

I have the honor to be, sir, your most obedient, humble servant,

H. ST. GEORGE ORD,
Governor and Commander in Chief.

Captain MAFFITT,
Commanding U. S. S. Florida, St. George Harbor.

[Enclosure—Extracts.]

II. During the continuance of the present hostilities between the Government of the United States of North America and the States calling themselves "the Confederate States of America," all ships of war and privateers of either belligerent are prohibited from making use of any port or roadstead in the United Kingdom of Great Britain and Ireland or in the Channel Islands or in any of her Majesty's colonies or foreign possessions or dependencies, or of any waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort for any warlike purpose or the purpose of obtaining any facilities of warlike equipment; and no ship of war or privateer of either belligerent shall hereafter be permitted to sail out of or leave any port, roadstead, or waters subject to British jurisdiction from which any vessel of the other belligerent (whether the same shall be a ship of war, a privateer, or a merchant ship) shall have previously departed until after the expiration of at least twenty-four hours from the departure of such last-mentioned vessel beyond the territorial jurisdiction of her Majesty.

III. If any ship of war or privateer of either belligerent shall, after the time when this order shall be first notified and put in force in the United Kingdom and in the Channel Islands and in the several colonies and foreign possessions and dependencies of her Majesty, respectively, enter any port, roadstead, or waters belonging to her Majesty, either in the United Kingdom, or in the Channel Islands, or in any of her Majesty's colonies or foreign possessions or dependencies, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance into such port, roadstead, or waters, except in case of stress of weather or of her requiring provisions or things necessary for the subsistence of her crew, or repairs; in either of which cases the authorities of the port, or of the nearest port (as the case may be), shall require her to put to sea as soon as possible after the expiration of such period of twenty-four hours without permitting her to take in supplies beyond what may be necessary for her immediate use; and no such vessel which may have been allowed to remain within British waters for the purpose of repair shall continue in any such port, roadstead, or waters for a longer period than twenty-four hours after her necessary repairs shall have been completed: Provided, nevertheless, that in all cases in which there shall be any vessels (whether ships of war, privateers, or merchant ships) of both the said belligerent parties in the same port, roadstead, or waters within the territorial jurisdiction of her Majesty, there shall be an interval of not less than twenty-four hours between the departure therefrom of any such vessel (whether a ship of war, or privateer, or merchant ship) of the one bel-

ligerent and the subsequent departure therefrom of any ship of war or privateer of the other belligerent; and the times hereby limited for the departure of such ships of war and privateers, respectively, shall always, in case of necessity, be extended so far as may be requisite for giving effect to this proviso, but not further or otherwise.

IV. No ship of war or privateer of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, to take in any supplies except provisions and such other things as may be requisite for the subsistence of her crew; and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination; and no coal shall be again supplied to any such ship of war or privateer in the same or any other port, roadstead, or waters subject to the territorial jurisdiction of her Majesty without special permission until after the expiration of three months from the time when such coal may have been last supplied to her within British waters as aforesaid.

H. ST. GEORGE ORD,
Governor and Commander in Chief.

List of articles sent from the C. S. S. Florida to the steamer Robert E. Lee.

C. S. SLOOP OF WAR FLORIDA,
Bermuda, July 22, 1863.

SIR: In accordance with your order the following articles from the master's department have been sent aboard the steamer *Robert E. Lee*, viz:

21 chronometers.	8 barometers.
14 quadrants.	8 spyglasses.
4 sextants.	4 bags of charts.
15 lamps.	2 bags of flags and signals.
25 compasses (in boxes).	3 thermometers.

Respectfully, your obedient servant,

GEORGE D. BRYAN,
Acting Master.

Lieutenant Commanding J. N. MAFFITT, C. S. Navy.

Report of Lieutenant Maffitt, C. S. Navy, commanding C. S. S. Florida, of cruise and captures by that vessel from May to July, 1863.

C. S. S. FLORIDA,
Bermuda [July 27], 1863.

SIR: On the 12th [of May] I sailed from Pernambuco, and on the 13th May captured the fine ship *Crown Point*, from New York, bound to San Francisco, Cal. She had a very valuable assorted cargo on board. Received her passengers and crew and burned the ship. I then proceeded on to the Rocas, anticipating to meet the *Lapwing*; remained there fifteen days.

On May 25 John Saddler, landsman, was drowned in crossing the bar.

On the 29th the first lieutenant of this vessel went ashore with several officers for the purpose of bathing, and in crossing the bar the boat was upset, and I regret to say Assistant Surgeon J. D. Grafton lost his life. It is reported that one of the men by his side who could

not swim asked for the oar which was sustaining him; he generously surrendered it, and thereby lost his life. Dr. Grafton was a high-toned officer, a gentleman of irreproachable character, and his loss is deeply deplored.

On [May 18 John] Johnson, seaman, died of bilious fever. We buried him on Rocas Island. Having come to the conclusion that the *Lapwing* had either been captured or was unable to make the island, I proceeded to Ceará and filled up with coal, starting from thence eastward.

On the 6th June captured the *Southern Cross*, a ship of 1,000 tons, loaded with logwood. She was from the west coast of Mexico, bound to New York. Received aboard the *Florida* her crew and passengers, and then burned her.

On the 14th June captured the ship *Red Gauntlet*, of Boston, and bound to Hongkong. She had a cargo of ice, coal, musical instruments, etc., aboard. Kept her in company for many days for the purpose of receiving her coal.

On the 16th captured the *B. F. Howie*, a large ship from the west coast of Mexico, reputed to be bound to Falmouth, England. Her cargo consisted of logwood and \$105,000 in silver bars. The captain claimed this as a neutral cargo, but as her clearance was very irregular, her destination not positive with the crew, I could not permit her to pass without capture. The silver bars, officers, and crew I received on board and burned the vessel.

On the 27th June captured the whaling schooner *V. H. Hill*, of Providence, Mass. [R. I.]. Bonded her for \$10,000; placed our prisoners on board of her, with a promise from the captain that he would land them at this port.

On the 7th July captured the packet ship *Sunrise*, from New York, bound to Liverpool. She had a neutral cargo on board and a great number of passengers; bonded her for \$60,000.

On the 8th July, at 12 m., sighted a Federal side-wheel man-of-war; she had four funnels, and was presumed to be the U. S. S. *Eriesson*. She had a large crew on board, and was evidently on a cruise for Confederate vessels. We went to quarters, furled sails, and endeavored to get up a good head of steam, but the indifferent quality of coal we had received from the *Red Gauntlet*, of which our fires were then made, frustrated all our efforts. As soon as the Federal steamer got within range of our guns we opened upon him with our starboard broadside, and evidently struck him, as he at once changed his course from us, without firing a gun. His superior speed and the setting in of a dense fog enabled him to escape.

By New York papers, which we received from the ship *Sunrise*, I became aware of the fact that Lieutenant Read had for some cause deflected from his original instructions and proceeded with the *Clarence* to the coast of New England, and that his great success had caused the Federal Government to send out quite a number of cruisers in search of this vessel. Having but a small quantity of good coal on board, I did not deem it expedient to risk the vessel in the raid I had anticipated. We were now within 50 miles of New York; their cruisers lined the whole coast, and it was with extreme reluctance that I felt it obligatory on me to leave that part of the ocean. At 8 o'clock p. m. captured the brig *W. B. Nash*, bound from New York to ———. Received the officers and crew on board and burned her. At ——— hour captured the whaling schooner *Rienzi*, from Provincetown, with a cargo of oil. Her crew had just deserted her, having witnessed the destruction of the brig *W. B. Nash*.

On the 13th [July], after a brief illness, Assistant Paymaster Lynch died of consumption. He was a zealous officer, respected and esteemed by all on board. I brought his remains to this port, and on the ——— buried him in the Episcopal graveyard. After quarantine of twenty-four hours we were permitted to enter the harbor of St. George. The vessel requiring calking, workmen were at once engaged for that purpose, but there was no coal to be had in the place, and all my efforts to obtain Government coal proved ineffectual.

Having learned from the military commandant that a salute would be returned, gun for gun, on the morning of the 16th I fired one of 21 guns, which was responded to by one of like number from the fort. We have experienced every degree of courtesy and consideration during our sojourn in this place.

By the arrival of the *Harriet Pinckney* I was enabled on the [26th] to coal the vessel. By the *Robert Lee* I send in nautical instruments, charts, and flags; also a quantity of tea and coffee as a donation from the crew of this vessel to the hospitals in Richmond.

I shall sail in a few hours.

Respectfully, your obedient servant,

[J. N. MAFFITT,
Lieutenant, Commanding.]

Hon. [S. R. MALLORY,
Secretary of the Navy.]

P. S.—I have appointed Mr. John R. Davis, clerk from the office of Major Walker, acting assistant paymaster, and the accounts of the late Paymaster Lynch, up to the end of the last quarter, have been deposited with Major Walker for safe-keeping.

Report of Lieutenant Read, U. S. Navy, of cruise in command of the U. S. tenders *Clarence*, *Tacony*, and *Archer*.

FORT WARREN,
Boston Harbor, July 30, 1863.

SIR: On the 6th of May last I was detached from the U. S. S. *Florida* by Commander Maffitt and ordered to take command of the prize brig *Clarence*, and to proceed on an expedition. I received from the *Florida* one howitzer and twenty men, including an engineer.

On the 10th of June, when off Cape Hatteras, I received such information as convinced me that it was impossible to carry out the instructions of Commander Maffitt.

On the 12th of June I captured the Yankee bark *Tacony*, and as she was a much better vessel than the *Clarence*, I transferred everything to the former and burned the latter vessel.

Between the 12th and the 24th of June I burned and bonded nineteen sail.

On the morning of the 25th of June I burned the *Tacony* and transferred everything to the prize schooner *Archer*.

On the 26th, at sunset, I anchored in the harbor of Portland, Me., and at 1:30 the following morning boarded and captured the U. S. revenue cutter *Caleb Oushing*. Day dawned before the cutter could be got out of range of the forts, and I was in consequence hindered from firing the shipping in the harbor. At 11 a. m., when about twenty miles east of Portland light, we were attacked by two large steamers and three tugs. After expending all our ammunition, I blew up the cutter and surrendered in the small boats. I will report to you more fully when I return to the Confederacy.

As all of our clothing was distributed as relics to the people of Portland, I beg that you will, if possible, remit to Assistant Paymaster Nixon a sufficient sum of money to purchase my men a change of clothing.

Very respectfully, your obedient servant,

CHAS. W. READ,
Second Lieutenant, *U. S. Navy.*

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Endorsement.]

[U. S. S.] HETZEL, NEW BERNE, N. C.,
August 18, 1863.

Copy of Lieutenant Read's report to Mr. Mallory sent from Fort Warren to General Foster, and by him communicated to me.

Respectfully submitted for the information of the Navy Department.

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

Additional report of Lieutenant Read, *U. S. Navy*, of his cruise in the *U. S.* tenders *Clarence*, *Tacony*, and *Archer*, and the capture of *U. S.* revenue cutter *Caleb Cushing* in Portland Harbor, Me.

RICHMOND, VA., October 19, 1864.

SIR: On the 6th of May, 1863, I was detached from the *U. S. S. Florida*, then off Cape St. [San] Roque, and ordered to take command of the prize brig *Clarence*.

Enclosed you will find my proposition to and letter of instructions from Commander Masfitt.*

In obedience to orders I shaped my course for the capes of the Chesapeake. Off the Windward Islands I chased several vessels, but failed to overhaul them on account of the inferior sailing qualities of the *Clarence*.

On the 6th of June, in latitude 33° 39', longitude 71° 29' W., fell in with, captured, and burned the bark *Windward*,† from Philadelphia to New Orleans, loaded with coal. She was insured by the *U. S.* Government for the sum of \$14,800.

On the 7th of June captured the schooner *Alfred H. Partridge*, from New York to Matamoras. She was loaded with arms and clothing for our citizens in Texas. I took the captain's bond for the sum of \$5,000 for the delivery of the cargo to loyal citizens of the Confederate States.

On June 9, in latitude 33° 52' N., longitude 74° 6' W., captured and burned the brig *Mary Alvina*, from Boston to New Orleans, loaded with commissary stores.

From the prisoners and papers of transports *Windward*† and *Mary Alvina* I derived such information as convinced me that it was impossible to carry out the instructions of Commander Masfitt. No vessels were allowed to go into Hampton Roads unless they had supplies for the *U. S.* Government, and then they were closely watched. The vessels lying at the wharf above Fortress Monroe were guarded by a gunboat, and there were sentries on the wharf. Just outside the fort there were two boarding steamers. I then determined to cruise along the

* For enclosures see pp. 614, 615.

† Whistling Wind.

coast and try to intercept a transport for Fortress Monroe and with her to endeavor to carry out the orders of Commander Maffitt, and in the meantime to do all possible injury to the enemy's commerce.

On the morning of the 12th of June, latitude 37° N., longitude $75^{\circ} 30'$ W., captured the bark *Tacony*, in ballast, from Port Royal, S. C., to Philadelphia. As soon as we had possession of her, a schooner was discovered which we stood to intercept. At 8 a. m. we brought to the schooner. She proved to be the schooner *M. A. Shindler*, in ballast, from Port Royal, S. C., to Philadelphia. The bark *Tacony* being a better sailer than the *Clarence*, I determined to burn the latter vessel and take the bark. While the howitzer, etc., was being transferred from the *Clarence* to the *Tacony*, a schooner was discovered coming down before the wind. Passing near the *Clarence*, a wooden gun was pointed at her, and she was commanded to heave to, which she did immediately. She was found to be the schooner *Kate Stewart*, from Key West to Philadelphia, in ballast. As we were now rather short of provisions and had over fifty prisoners, I determined to bond the schooner *Kate Stewart* and make a cartel of her. I bonded her for the sum of \$7,000, payable to the President of the Confederate States thirty days after the ratification of a treaty of peace between the Confederate States and United States. The brig *Clarence* and schooner *Shindler* were then set on fire. We now stood in chase of a brig, which we soon overhauled. She proved to be the brig *Arabella*, of New York, from Aspinwall to New York, with a neutral cargo. I bonded her for \$30,000, payable thirty days after peace.

On June 15, latitude $37^{\circ} 40'$ N., longitude $70^{\circ} 31'$ W., captured and burned the brig *Umpire*, from Cardenas to Boston, loaded with sugar and molasses.

June 20, latitude $40^{\circ} 50'$ N., longitude $69^{\circ} 20'$ [W.], captured the ship *Isaac Webb*, from Liverpool to New York, with 750 passengers. Not being able to dispose of the passengers, I bonded her for \$40,000. On the same day burned the fishing schooner *Micawber*.

On June 21, latitude 41° N., longitude $69^{\circ} 10'$ W., captured and burned the clipper ship *Byzantium*, from London to New York, loaded with coal. On the same day burned the bark *Goodspeed*, from Londonderry to New York, in ballast.

On June 22 captured the fishing schooners *Marengo*, *Florence*, *E. Ann*, *R. Choate*, and *Ripple*. The *Florence* being an old vessel I bonded her and placed seventy-five prisoners on her. The other schooners were burned.

On June 23 captured and burned the fishing schooners *Ada* and *Wanderer*.

On June 24, latitude $43^{\circ} 10'$ N., longitude $67^{\circ} 43'$ W., captured the ship *Shatemuc*, from Liverpool to Boston, with a large number of emigrants. I bonded her for \$150,000. On the night of June 24 captured the fishing schooner *Archer*.

As there were now a number of the enemy's gunboats in search of the *Tacony*, and our howitzer ammunition being all expended, I concluded to destroy the *Tacony*, and with the schooner *Archer* to proceed along the coast with the view of burning the shipping in some exposed harbor, or of cutting out a steamer. Accordingly, on the morning of the 25th of June, we set fire to the *Tacony*, and with the *Archer* stood in for the coast.

On the morning of the 26th of June we made Portland light. Off Portland I picked up two fishermen, who, taking us for a pleasure party, willingly consented to pilot us into Portland. From the fishermen I learned that the revenue cutter *Caleb Cushing* was in the harbor

of Portland, and the passenger steamer to New York—a stanch, swift propeller—would remain in Portland during the night. I at once determined to enter the harbor, and at night to quietly seize the cutter and steamer.

At sunset we entered the harbor and anchored in full view of the shipping. I explained to my officers what I expected to do after dark. My engineer, Mr. Brown, expressed his doubts as to his ability to start the engines of the steamer proposed to be captured without the assistance of another engineer. I felt confident that Mr. Brown would do his utmost to perform the duty required of him, but as the nights were very short it was evident that if we failed to get the steamer underway, after waiting to get up steam, we could not get clear of the forts before we were discovered. As the wind was blowing moderately out of the harbor, I then decided to capture the cutter, and after getting from under the forts to return and fire the shipping.

At 1:30 a. m. we boarded the cutter *Caleb Cushing* and captured her, without noise or resistance. As the cable could not be slipped, it was 2 o'clock before we got underway. The wind was now very light, the tide was running in, and before we could get from under the guns of the forts day dawned.

At 10 a. m., when about 20 miles off the harbor, two large steamers and three tugs were discovered coming out of Portland. The cutter was cleared for action, and as soon as the leading steamer was in range we opened fire upon her. After firing five rounds from the pivot gun I was mortified to find that all projectiles for that gun were expended. From the movements of the enemy's steamers it was evident that they intended to attack us simultaneously on each side and endeavor to clear our deck with their sharpshooters. It was plain that we could offer but an ineffectual resistance, and therefore I directed the cutter to be set on fire and the crew to take to the boats. At 11:30 I surrendered myself and crew to the steamer *Forest City*. At 12 o'clock the cutter blew up.

I have to express my entire approbation of the conduct of all under my command. After parting company with the *Florida* I gave the three petty officers—Billups, Pryde, and Matherson—appointments as master's mates, subject to your approval. They are good seamen, brave and patriotic men,

Very respectfully, your obedient servant,

C. W. READ,
Second Lieutenant, U. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Instructions of the Secretary of the Navy of the Confederate States to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. *Florida*, regarding correspondence with the Department, and transmitting his appointment as a commander.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, August 7, 1863.

SIR: Your letter of the 21st of July, dated at Bermuda, with two enclosures, has been received, and is the only letter received from you since you left the Confederate States.

You are requested to send duplicates of all dispatches and reports from yourself to the Department as early as practicable, through our agents at Bermuda, Nassau, or Havana, or by any safe opportunity that you may meet with.

From the newspapers I learn that Assistant Paymaster Lynch died on board the *Florida* and that Passed Assistant Surgeon Grafton was drowned. You are requested to report the particulars in each case.

The enclosures above referred to are a list of nautical instruments, charts, etc., sent to Wilmington by the *R. E. Lee*, and the receipt of Mr. I. T. Bourne for 4,988½ pounds of silver. I presume your reports have stated the particulars of the last-named transaction. Should you at any time find it necessary to deposit captured funds to the credit of the Government, you will please place them with Fraser, Trenholm & Co., Liverpool.

Herewith you will receive your appointment as commander in the Navy. A copy of it was sent to you in May last to Nassau. This appointment was made upon the recommendation of the Department by the President, and the reasons for the promotion are stated in the appointment.

I congratulate you and the officers and men under your command upon the brilliant success of your cruise, and I take occasion to express the entire confidence of the Department that all that the skill, courage, and coolness of a seaman can accomplish with the means at your command will be achieved.

If you can make the arrangements to receive them, I would send you additional officers to enable you to fit out prizes as cruisers.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary Navy.

Commander JOHN N. MAFFITT, U. S. Navy,
Commanding C. S. S. Florida.

[Enclosure.]

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, May 6, 1863.

SIR: You are hereby informed that the President has appointed you, by and with the advice and consent of the Senate, a commander in the Navy of the Confederate States, to rank from the 29th day of April, 1863, "for gallant and meritorious conduct in command of the steam sloop *Florida* in running the blockade in and out of the port of Mobile against an overwhelming force of the enemy and under his fire, and since in actively cruising against and destroying the enemy's commerce."

Should you accept the appointment, you will notify this Department thereof.

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN N. MAFFITT, U. S. Navy,
Commanding Steam Sloop Florida.

Registered No. 28. The lowest number takes rank.

Letter from Lieutenant Maffitt, U. S. Navy, commanding C. S. S. Florida, to Hon. John Slidell, U. S. commissioner at Paris, regarding necessary repairs to that vessel.

C. S. S. FLORIDA,
English Channel, August 18, 1863.

SIR: I am under the necessity of entering a friendly harbor for the purpose of making important repairs on both engines and hull of this vessel.

Having coaled on the 26th ultimo in an English port, I can not, by the Queen's proclamation of neutrality, again enter one of her harbors until the 26th of October next. It thus renders it obligatory to enter a French port, and I have selected Brest as the most favorable in all respects for the vital repairs that are required on this steamer.

My chief engineer thinks that eighteen days will complete all that is necessary, and I respectfully request your interest in obtaining time, as well as facilities, in the harbor of Brest.

The *Florida* has thus far been put to her fullest capacity, and that, too, without opportunity for such necessary repairs as are constantly required on board of a steamer.

Lieutenant S. W. Averett, of this vessel, will present this and more fully state the absolute necessity that exists for immediate repairs.

I am, respectfully, your obedient servant,

[J. N. MAFFITT,
Commanding *C. S. S. Florida*.

Hon. J. SLIDELL,
C. S. Commissioner, Paris.

Letter from Lieutenant Maffitt, *C. S. Navy*, commanding *C. S. S. Florida*, to the admiral commanding at Brest, France, requesting permission to dock his vessel.

C. S. S. FLORIDA,
Brest, August [23], 1863.

SIR: In consequence of serious injury to the engine and hull of this vessel, I am under the necessity of entering the harbor of Brest and soliciting facility for repairing the defects that prevent my remaining at sea.

The condition of this steamer's valves and shaft renders it necessary that she should be docked, and I have to request the courtesy of the French Government in my present emergency.

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

[J. N. MAFFITT,
Lieutenant, Commanding.]

ADMIRAL, COMMANDING THE STATION AT BREST.

Report of Lieutenant Maffitt, *C. S. Navy*, commanding *C. S. S. Florida*, of cruise and captures by that vessel from July to September, 1863.

BREST, FRANCE, *September —, 1863.*

SIR: On the [27th July] I sailed from the island of Bermuda, and on the [22d August], in latitude —, longitude —, captured the packet ship [*Southern Rights*], loaded with 400 emigrants and bound to the city of New York. As I had no means of disposing of her passengers I bonded her for \$40,000. For the last two months the engineers of this vessel have constantly been reporting to me the necessity of proceeding to some port for the purpose of having the machinery overhauled and repaired. The shaft is out of line, the delivery valves in bad condition, and other defects existing which determined me to proceed to this port for the purpose of remedying the various defects that were reported.

On the — I entered the English Channel, and the night [of August 17] landed the executive officer at Cork to proceed to Paris and com-

municate to Mr. Slidell, that he might make application to the French Government for our admittance into the national dock at Brest.

On the [21st August], in latitude —, longitude —, captured the ship *Anglo Saxon*, with a cargo of coal, bound to New York. Received on board the officers and crew, and burned the vessel.

On the afternoon of the [23d August] arrived in this harbor. We were placed in quarantine until [24th August].

On — I called upon the admiral commanding and was received by him with the greatest courtesy. He informed me that he was daily in anticipation of receiving instructions to dock the *Florida*. I regret to inform the Department that in consequence of impaired health I shall be under the necessity of applying for a detachment from this vessel.

Respectfully, your obedient servant,

[J. N. MAFFITT,
Lieutenant, Commanding.]

HON. SECRETARY OF NAVY.

Letter from Commander Maury, C. S. Navy, to Commander Maffitt, C. S. Navy, commanding C. S. S. *Florida*, in response to request from the latter to be relieved from duty on account of sickness.

HOTEL DE L'AMIRAUTÉ, RUE NEUVE ST. AUGUSTIN,
Paris, September 9, 1863.

SIR: I have received your letter of the 5th instant, enclosing the surgeon's certificate with regard to your health, and asking to be relieved from the command of the *Florida* on that score.

I am grieved to learn that your health has given away under the severe trial it has undergone in the *Florida*, and I am sure our countrymen will also learn with regret that they have to lose, even for a time, the services of an officer who has done so much to spread the fame of their flag over the seas. Let us hope that your health may be speedily restored.

An officer will be sent as early as practicable to relieve you. In the meantime I would be glad to know your wishes as to the length of your leave to remain in Europe, or as to orders for returning home.

Respectfully, etc.,

M. F. MAURY,
Commander, C. S. Navy.

Commander J. N. MAFFITT,
Rue des Provinces.

Letter from Commander Maury, C. S. Navy, to Commander Maffitt, C. S. Navy, commanding C. S. S. *Florida*, detaching him from the command of that vessel.

PARIS, *September 11, 1863.*
(Received September 17.)

SIR: Commander J. N. Barney has been ordered to relieve you. He will deliver this communication to you, upon the [receipt of] which you will turn over the command of the *Florida* to him. Consider yourself detached from her, and as soon as the state of your health will allow, you will repair to the Confederate States and report yourself to the Secretary of the Navy.

Be pleased to confer freely with Commander Barney as to your unexecuted plans; give him copies of all the orders and instructions of the Navy Department relating to the cruising of the *Florida* or the service

upon which you have been engaged in her. Also make him acquainted, if you please, with the condition of the vessel and the arrangements for her repairs, etc.

Respectfully,

[MAURY.]

Commander J. N. MAFFITT,
C. S. S. Florida, Brest.

[Endorsement.]

Reported June 8, 1864.

S. R. MALLORY,
Secretary.

Petition from petty officers and seamen of the C. S. S. Florida to Commander Maffitt, C. S. Navy, requesting to be transferred with him from that vessel.

BREST, *September 16, 1863.*

SIR: We having heard that you are about to leave us to take command of another Confederate States vessel, and having received so much kindness and consideration from you, most respectfully desire to be transferred to the vessel you are to command.

Hoping, sir, that you will not consider our writing to you any breach of discipline, but as a desire to be again under your command, sir, we are,

Very respectfully, your most obedient servants,

WM. BOYNTON,
Coxswain.

WM. WILSON,
Seaman.

JOHN ROSS,
Quartermaster.

THOS. F. BROWN,
Seaman.

WM. SHARKEY,
Seaman.

THOS. KEHOE,
Quartermaster.

WM. PATTEN,
Seaman.

WM. COVEL,
Quartermaster.

JAMES McDONALD,
Seaman.

JOHN HOGAN,
Fireman.

JOHN McDONALD,
Seaman.

MATT. WOODS,
Fireman.

JAMES HAWTHORN,
Seaman.

JAMES HEWETT,
Ordinary Seaman.

Captain MAFFITT.

Order of Flag-Officer Barron, C. S. Navy, to Commander Barney, C. S. Navy, commanding C. S. S. Florida, relieving him from command of that vessel.

PARIS, *January 5, 1864.*

SIR: In consequence of your application, under an advisory certificate of ill health from Surgeon Charlton, C. S. Navy, to be relieved from the command of the steamer *Florida*, you are hereby detached, and after turning over the vessel to Lieutenant Commanding C. M. Morris, who has been ordered as your successor, you will report to me in person in this city for other duty.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Commander J. N. BARNEY,
C. S. S. Florida, Brest, France.

Order of Flag-Officer Barron, U. S. Navy, to Lieutenant Morris, U. S. Navy, to assume command of the U. S. S. Florida.

PARIS, January 5, 1864.

SIR: Proceed to Brest and assume command of the U. S. S. *Florida* when Commander Barney shall be ready to transfer the command to you.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant Commanding C. M. MORRIS, U. S. Navy,
Paris.

Instructions from Flag-Officer Barron, U. S. Navy, to Lieutenant Morris, U. S. Navy, commanding U. S. S. Florida, regarding the cruise of that vessel.

PARIS, January 25, 1864.

SIR: When the *Florida*, now under your command, is ready for sea you will sail on a cruise against the enemy's commerce.

Your position is an important one, not only with reference to the immediate results to the enemy's property, but from the fact that neutral rights may frequently arise under it. Reliance, however, is placed in your judgment and discretion for meeting and promptly disposing of such questions.

Since the sailing of the *Sumter* on her very successful cruise Federal owners of ships and cargoes have adopted the practice of placing them under British protection, and this may at times cause you embarrassment. The strictest regard for the rights of neutrals can not be too sedulously observed, nor should any opportunity be lost in cultivating friendly relations with their naval and merchant services and of placing the true character of the contest in which we are engaged in its proper light.

It is not deemed advisable to too rigidly prescribe your cruising ground. You are recommended, however, to cover a large field of action, beginning on the equator between longitudes 18° and 28°, to intercept the vessels that may be on the return from California and the East Indies.

About the 1st April make for the northern coasts of the Confederacy, say in the neighborhood of Cape Hatteras, where you will most likely fall in with transport vessels carrying supplies of provisions, men, and munitions to their stations in North and South Carolina.

Having made your mark in this region, it will be well, if circumstances permit, to make a dash on the New England coast, taking care not to be caught too near the enemy's coast in a short allowance of fuel.

You will not hesitate to assume responsibility when the interests of your country may demand it; and should your judgment ever hesitate in seeking the solution of any difficulty, it may be aided by the reflection that you are to do the enemy's property the greatest injury in the shortest time. Authority is vested in you to make acting appointments to fill any vacancies which may occur. You will communicate with your Government as frequently as possible through any safe channel that may offer, always taking care to use the cipher agreed upon in any word that might betray what you desire to conceal.

The maintenance of strict naval discipline will be essential to your success, and you will enjoin this upon your officers and enforce its rigid observance, always tempering justice with humane and kind treatment.

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

S. BARRON,
Flag-Officer.

Lieutenant Commanding CHARLES M. MORRIS,
C. S. S. Florida, Brest, France.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding needed repairs for that vessel.

C. S. S. FLORIDA,
Brest, January 31, 1864.

SIR: Enclosed I forward you two reports from Mr. C. W. Quinn, chief engineer of this vessel. The first, dated 27th instant, I had intended and hoped to send you with my report this evening, stating I had made all arrangements to leave here at once, or as soon as Captain Barney's friends in Paris could telegraph.

The second report of Mr. Quinn, which I enclose, I have only received to-day, and will not be able to learn whether it can be repaired here until to-morrow at 11 a. m., as Mr. Aumaitre will not be able to see the admiral until that time. I will report again to-morrow, as it will be necessary to have the work done either in Nantes, Havre, or Liverpool, if the admiral will not allow it to be done here.

I am, sir, respectfully, your obedient servant,

C. MANIGAULT MORRIS.

Flag-Officer SAMUEL BARRON.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding that vessel.

C. S. S. FLORIDA,
Brest, February 1, 1864.

SIR: I have to report that the admiral has consented to have the junk ring of the engine made at the arsenal of this port, but it will not be finished until Saturday evening. After that time I hope to be ready for sea. I forwarded you a report yesterday in relation to it.

I am, sir, respectfully, your obedient servant,

C. MANIGAULT MORRIS,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer SAMUEL BARRON, C. S. Navy,
Paris.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, announcing the readiness of that vessel for immediate departure from Brest, France.

C. S. S. FLORIDA,
Brest, February 9, 1864.

SIR: I enclose you copies of two documents received from the admiral commanding this station yesterday afternoon. The junk ring came

on board this morning, also the broken one repaired. As I have all as ready as I can get them, I intend getting underway to-night and proceeding to sea. I will forward you a list of my crew and officers by the pilot, as I have a number of servants on board that only join after we get outside.

On the receipt of my muster roll you will perceive from the number of my crew that I can not man all of my guns, and will go to sea with one of my 7-inch pivot guns without a crew. I propose having one pivoted on either side and working them as broadside guns, with one crew for both guns. The pivot guns on the present carriages are next to useless, and not as efficient as the broadside guns.

I have to acknowledge the receipt of your letter forwarding me the circular in relation to the examination of midshipmen, and will forward you the report of the board of examiners after their sitting, which has not yet taken place, as the gentlemen require some short time to revise their studies. I also have to acknowledge the receipt of my sailing orders.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Flag-Officer SAMUEL BARRON, C. S. Navy,
Paris.

Additional report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding the departure of that vessel from Brest, France.

C. S. S. FLORIDA,
Brest, February 9, 1864—11 p. m.

SIR: As I wrote you to-day, I have received a very strong intimation from the admiral of the port to leave twenty-four hours after my repairs are finished, and as all was completed at 10 this morning my time is up at 10 in the morning. Under the circumstances it is of the greatest importance that I should leave before daylight. I have telegraphed to Mr. L. E. Reisserton at N. [Nantes?] twice, but have received no answer. I will sail to-night and make the rendezvous with him to-morrow week, the 17th of February. Will you have all of the necessary arrangements made for the meeting? Should I be detained from stress of weather I will be there as soon after as possible. All signals are to remain as at present.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Flag-Officer SAMUEL BARRON, C. S. Navy,
Paris.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the cruise of that vessel from February 10 to 19, 1864.

C. S. S. FLORIDA,
At Sea, February 18, 1864.

SIR: I have the honor to report my arrival at the appointed rendezvous. I should have been here last night, but was prevented by an accident to the after boiler. It appears that one of the firemen on

watch on the morning of the 16th opened the lower blow cock, and then went on deck and forgot to return. Fortunately, Mr. Quinn, chief engineer, entered the fire room shortly afterwards and discovered it barely in time to prevent injury to the boiler. The arch of the star-board furnace is bulged out nearly 3 inches, and twenty-six of the ends of the tubes in the smoke box are burned; five of them are so badly drawn through from the tube sheet that they have had to be plugged up (thereby losing so much fire surface). When we have an opportunity eight of the tubes will have to be replaced by new ones, which we have on board. We experienced very heavy weather just after leaving Brest. I find the vessel a beautiful seaboat, but am disappointed in her steaming qualities, as from some cause not yet discovered we have not been able to get more than 8 knots with steam alone. I am sorry to inform you that my expenditure of coal has been necessarily very great, as I have been obliged to keep steam or banked fires on the ship all the time, as we were liable to meet an enemy at any moment. I have now only 60 tons, but will use it as sparingly as possible, as I am most desirous of leaving the coast without touching at any port. During the late gale we lost our stern boat, carried away the foregaff, and split the inner jib.

February 19, 2 a. m.—I have to report that I have met Captain S. [Tessier?], and have all on board that was expected, and hope to be off before daylight.

Very respectfully, your obedient servant,

O. M. MORRIS,
Lieutenant, Commanding.

Flag-Officer SAMUEL BARRON, C. S. Navy,
Paris.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the arrival of that vessel at Funchal, Madeira, transmitting correspondence with the authorities regarding limit of time in that port.

C. S. S. FLORIDA,
Funchal, February 29, 1864.

SIR: I have the honor to report my arrival at this port on the evening of the 27th. I experienced very heavy weather after leaving the French coast, and had to use a great deal of coal. As I only had 30 tons when off this island I determined to put in here, thinking that at this season of the year, and after such heavy weather, there would be but little likelihood of meeting an enemy's vessel. I, however, found the U. S. sloop *St. Louis* here, the U. S. consul just dead, and Mr. Bayman appointed in his place by Captain Preble. I made all arrangements with Mr. Blandy to get a supply of coal and called on the governor.

I had a long interview with him, but he positively refused to let me have coal, wafer, or bread, and the captain of the port gave me a verbal order to leave the port, which I declined doing without a supply of coal. Enclosed I send you a copy of my protest, with the captain of the port's answer; also my answer to it. I called on the governor again to-day to get him to allow me the amount of coal required, but he refused and said unless I would go to sea to-night he would not give me the 20 tons. The American vessels get whatever they wish. Mr. Bayman is the cause of all this trouble. I shall leave to-night and continue my cruise.

Mr. Blandy has acted as our friend throughout, and I am afraid will lose the American custom, as Mr. Bayman told him that it should be all taken from him should he supply this vessel with coal.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer SAMUEL BARRON, U. S. NAVY,
Paris.

[Enclosures.]

U. S. S. FLORIDA,
Funchal, February 28, 1864.

SIR: In answer to your request that I should leave this port immediately, I have to state that it is utterly impossible to comply. I would state that I arrived here last night at 11 o'clock, and am out of coal and require water and bread, and do hereby enter my protest against being forced to leave without the above-mentioned necessaries and must decline doing so. Should any mishap befall the vessel while out of fuel your Government will be responsible for the same. It is actually necessary to have coal, not only for the purpose of propelling the vessel, but also to make fresh water, as she carries a very small quantity of the latter. I only ask for what the English, French, Brazilian, and your own Governments have already guaranteed to our vessels.

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

C. M. MORRIS,
Lieutenant, Commanding, U. S. Navy.

JOAQUIN PEDRO DE CASTELBRANCE,
C. F. d'A. R. and Captain of the Port.

FUNCHAL, *February 28, 1864.*

ILLUSTRIOUS SIR: I have had the honor to inform his Excellency the civil governor of this district the contents of the dispatch that you sent me under this day's date in answer to the order given me by the said governor, and which I verbally transmitted to you, that you should quit this port within twenty-four hours, and the said governor having considered the reasons that you lay before me of not having biscuit, water, or coals to be able to proceed in your voyage, the said governor has ordered me to communicate to you that he agrees that you shall take the necessary biscuit and water and 20 tons coals to enable you to proceed to the high seas, at same time requiring that you quit this port by to-morrow evening or at latest by to-morrow night. D. G. N. S.

JOAQUIN PEDRO DE CASTELBRANCE,
C. F. d'A. R. and Captain of the Port.

Lieutenant MORRIS,
Commanding War Steamer Florida.

U. S. S. FLORIDA,
Funchal, Madeira, February 29, 1864.

SIR: Your letter of the 28th instant, in answer to a communication which you received from me of the same date, setting forth the reasons for my not leaving this port, has been received. You state that his

Excellency the governor consents to my being supplied with bread, water, and 20 tons of coals, to enable this vessel to proceed to the high seas. I will state that I require 40 tons of coals to reach the nearest port where coal can be obtained. I must decline leaving this port without I am allowed to take that amount of coals on board.

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

C. M. MORRIS,

Lieutenant, Commanding, C. S. Navy.

JOAQUIN PEDRO DE CASTELBRANÇE,

C. F. d'A. R. and Captain of the Port.

Extracts from the journal * of Lieutenant John N. Maffitt, C. S. Navy, commanding the C. S. S. *Florida*, January 13—April 30, 1863.

January 13, [1863].—Made a reconnaissance down to the bar. On our return the pilot grounded me off City Point. The *Morgan* and *Gaines* came to my assistance, and we had to take coal, guns, etc., out.

[January] 15.—Got off, and that night made an ineffectual effort to get out; everybody disappointed.

[January] 16.—Blowing with avidity from the westward; rain at night; had up steam, but the pilot said it was too dark to see Lighthouse Island; in fact, nothing could be distinguished 20 yards. At 2 I was called; the stars were out, but a light mist covered the surface of the water. Got underway; the wind puffy from the W. N. W. At 2:40 passed a gunboat anchored just inside the bar, then a second one, but when abreast of the third a flame from the coal dust caused our discovery, and the ocean was lit up by the lights from the nine blockading vessels. Made sail and put on steam, and then commenced a most animated chase.

Our passing unseen by the first Federal gunboats is hard to account for. My idea is that during the severity of the storm, then expecting us, a very anxious lookout had been kept, and that when the weather moderated all were exhausted and at the same time, from the clearness of the stars, concluded that if we had not already escaped no attempt would be made that morning. Moreover, the N. W. wind was very chilly, and the lookouts, no doubt, in a feeling of security, were comfortable under the lee of the bulwarks. I believe that had it not been for our soft coal we would have passed clear, without any knowledge on the part of the enemy.

The chase was a very determined one, but the *Florida*, under sail and steam, was too fast for the Federals. Just before day, when all hands were breathing with more freedom, a large sail was discovered right ahead and close aboard. It was a steam sloop of war, under topsails, and looked like the *Brooklyn*. We sheered slightly from her, and again went to quarters. For some fifteen minutes we were under all her starboard guns, and a broadside would have sunk us. The only evidence she gave of seeing us was by showing a light over the starboard gangway, and continued gracefully on without further notice, taking us, I presume, for one of their own gunboats that are so numerous in this locality.

*The smooth journal of the *Florida* was thrown overboard from a blockade runner entering the port of Charleston, S. C. The text is taken from the rough journal kept by Captain Maffitt, which was loaned by his widow to the Navy Department with his other papers.—COMPILERS.

A large armed ship was seen to the eastward and a fast gunboat on the starboard beam. Our friends from the bar continued after us in hot haste. At 5 p. m. the [*R. R.*] *Ouyler* (in consequence of our reduction of sail to fish the sprung main topsail yard and letting down steam) came to within 3 miles of us. Set more canvas and increased our revolutions of the engine, which speedily left the Federal out of sight. Night coming on, changed our course more to the westward, and at daylight there was nothing in sight but a foaming sea and black clouds.

The *Florida* ran, under a pressure, $14\frac{1}{2}$ knots. She is very wet, but rides the sea like a pilot boat. Now everyone is in fine spirits, and the cruise commences in reality.

January 19.—Captured the brig *Estelle*; cargo and vessel worth \$130,000. She is, or was, on her first trip from Santa Cruz, Cuba, to Boston. The officers and crew seemed astonished and much gratified with the courtesy exhibited to them. All signed paroles, so made no confinements. Stood in toward Bahía Honda, and ran the coast down for Havana to get coal and clothing, for our men were nearly nude. At 7:20 p. m. on the 20th of January entered the harbor of Havana. We were hailed and ordered not to pass the guard boat, but not understanding until the next day the new law of the port, I proceeded on and came to near the admiralty. After waiting an hour I went on shore and called upon Major Helm.

Havana, [January] 21.—Made the amende to the captain of the port for entering at night; not aware of the new regulation. Went to coal yard and commenced taking in Cardiff coal, selected by Mr. Quinn, engineer. The excitement in Havana on our arrival was intense; crowds were on the wharf, and a very strong Southern feeling was exhibited. As the American consul had sent an express to Key West, we knew that a Federal fleet would be around this port in twelve hours, so it was important to be off at once. Could not get ready in time, but went to the upper buoy near the guard ship and remained all night.

[January] 22.—As day dawned left the harbor. Destroyed this day two Yankee vessels, the bark *Windward* and brig *Corris Ann*. At night went in and anchored under Cardenas light to right some valves. On entering got too close to P. [Cay Piedras] and lightly touched on the reef that makes out from the island; examined propeller and were soon off again, standing to the northward.

[January] 23.—Found the Havana coal defective, though admirable in appearance. Could make but 3 knots with it. As the Federals were in sight and could accumulate in overpowering force, ran over Salt Cay Bank to the eastward, as it was evident that with such fuel we could not perform our duty.

[January] 25.—Ran through, as we presumed, Queens Channel, and shaped our course to clear Green Cay, slowing down to 3 and 2 miles the hour, that we should not arrive at the banks until dawn. About 4 a. m. I fancied that the motion was peculiar, went on deck, had the lead hove, and to my surprise was in 4 fathoms. Let go the anchor and awaited daylight. When we could see, found that the current had swept about N. E., and we had, with singular fortune, passed through a narrow channel. Ran out line of soundings, and at 4 p. m. were all right in the Tongue of the Ocean. Steered for Nassau.

January 26.—At 2 a. m. made Nassau light. At break of day were abreast of it, and when the buoy could be seen I ran in and crossed the bar. The pilot joined as I was just inside. Anchored and was soon informed by my friend Lieutenant Williams that a port law recently

made had also been infringed here. Went with Lieutenant Williams to the governor's, sent an explanation, and asked permission to coal, which was given under the twenty-four hour rule. Breakfasted with Lafitte's family and Heyliger, our agent. At 11 went on board and received the visits of the officers of the West India regiment and other friends.

On shore the demonstration was most friendly and congratulatory. Nassau is decidedly a Confederate stronghold. Some twelve vessels with cargoes and several steamers for the South were in port. Among the commanders I met Lieutenant Wilkinson, of the Navy, who commanded the *Giraffe*, and was about making his second trip.

[January] 27.—Finished coaling at 10 a. m. Twenty-six men (our hard cases) deserted. Obtained several good ones. At 12 were outside and hove to, in hopes of filling up our crew; at night ran down to Green Cay to restow hold and put the vessel in serviceable condition, which could not well be done at sea.

The weather stormy. After all things were put to rights and the vessel repainted, we made an attempt to pass through Queens Channel, but the mist and breakers obliterated the fairway, so stood back.

On the following day [February 1, 1863] made a course to the [Queens] Channel. When near it saw a Federal steamer, presumed to be the *Santiago de Cuba*, of ten guns. As our cruise had but just commenced, and its object was the destruction of commerce, I did not think it my duty to seek an engagement and run the risk of injury to my engine, so kept away. The Federal out-steamed us, and had she wished a battle nothing was more easy than for her to have come up, but it seems her engine was always deranged as she commenced getting within range. We learned afterwards that it was the *Sonoma*, of four [guns], and deeply regretted that we did not engage her.

On the morning of the [2d of February] we cleared Abaco, and the Federal was nearly hull down. His game was evidently to follow until he fell in with other Federal cruisers, and then jointly to attack. Stood to the northward, with the view of giving the coast of New England a small appreciation of war troubles, but a gale off Cape Hatteras did us much injury and our coal was low, for the *Florida*, unfortunately, stows but nine days' full steaming coal. Had to run to the southward and eastward to get out of the circle of the gale. It was a cyclone of considerable power. The *Florida* behaved well, though exceedingly wet. It was evident now that I would have to enter a West India port for coal, etc. Deeply did I regret my inability to make the anticipated visit.

February 5.—A misty night. At 8 p. m. made a steamer on our starboard beam; she changed her course toward us, and seemed very fast. In an exceedingly short space of time she ran close to us. We saw that she was very large and lengthy. Held a small light over the side. After rounding to on our starboard quarter she started quite rapidly to the southward, in the direction of St. Thomas. I am convinced that it was the *Vanderbilt*,* and we deceived her by a small light, mistaking us for some West India trader. To have been rammed by this immense steamer would have closed our career, and all were rejoiced to see her leave us.

February 12.—At 10 a. m. saw a large sail on our port beam; gave chase, and at 4 p. m. made a prize of the ship *Jacob Bell*, of New York. Her tonnage was about 1,300, and she is esteemed one of the most splendid vessels out of New York that trades with China.

* Could not have been the *Vanderbilt*. See p. 74.

A message came that the captain had ladies on board, and that his wife was on the eve of confinement. Sent Dr. Garretson on board to investigate, and to say that the ladies must leave the ship, as I was determined to burn her. The ladies came, and with tons of baggage. I surrendered the cabin. The party consisted of Mrs. Frisbee (captain's wife), Mrs. Williams, whose husband is a custom-house officer at Swatow, China; a lad, Louis Frisbee, and another, Charlie ———, son of a missionary from Rhode Island, now stationed at Swatow. The passengers and crew amounted to forty-three persons. The *Jacob Bell* had a cargo of choice tea, camphor, chowchow, etc., valued at \$2,000,000 or more.

Took such articles as we required, and on the 13th [February] set her on fire.

Mrs. Frisbee was a very quiet, kind-hearted lady; Mrs. Williams, I fancy, something of a tartar; she and Captain Frisbee were not on terms. They remained in possession of my cabin for five days, when I put the entire party on board the Danish brig *Morning Star*, bound to St. Thomas. If they speak unkindly, such a thing as gratitude is a stranger to their abolition hearts.

February 25 [21].—Arrived in Bridgetown, Barbados Island. As usual, we attracted considerable attention and curiosity. The negroes, en masse, all very demonstrative in their language of welcome.

What a contrast to the last time I visited this place, in the *Macedonian* frigate, in 1841. Then, the stars and stripes floated over my head and the Union seemed as firm as the Rock of Ages. Abolitionism was considered treasonable, and the North and the South were as one, for nullification had died a natural death and harmony guided the national associations. Now, the Confederate flag, till this day a total stranger to Barbados, floated from our gaff, and the *Florida* became the first herald of nationality the inhabitants had realized.

Called upon Governor Walker; found him quite a pleasant gentleman, though much troubled with a nervous disease of the system. He seemed in doubt as to the power he had of permitting me to coal, but I represented that we had been in a severe blow that had done us much injury and our fuel had been expended in steaming out of it. At his request I addressed him a communication to that effect and he granted my application. Dined with him at 7 p. m., a regular official dinner, where some twenty guests, nearly all military, were assembled.

The vessel was visited by nearly all the army officers, and I found them more than warmly Southern in sentiment. The gallantry of our troops was a theme that engrossed all their enthusiasm, and our generals, particularly Lee and Stonewall Jackson, received many high professional compliments. McClellan they regarded as an able general, but too fond of the spade. Appointed Mr. Robert Gordon, of the firm of Gavan & Co., Confederate agent, for I found it absolutely necessary to have a business friend on shore to attend to such interests as a Confederate vessel might have at stake. Mr. Gordon is a warm Southern friend, a man of wealth and influence; besides, he has independence and candor in regard to the struggle, and in him we have a warm and devoted friend.

Two American vessels in ballast were about to sail. The governor required that I should not depart until they had been out twenty-four hours, which gave more time for coaling.

February 26 [25].—Quite a number of gentlemen came off at dusk to call. All were full of zeal in their Confederate sentiment. Did the host to a late hour, and was not benefited thereby, for my piloting was

not perfect, and I fouled one of the merchant vessels, parting our star-board main brace and lifting our second cutter from the fall hooks. Recovered the boat and proceeded out, steaming due east.

Ran to the southward, but could make no easting, so determined to make latitude 35° and longitude 30° for the N. E. trade.

February 28 [27].—White fell overboard; he could not swim, so the poor fellow was drowned.

March 6.—At 9 a. m. ran alongside of the Boston ship *Star of Peace*. She was about 1,000 tons, loaded with saltpeter for the Federal Army, and other cargo besides. Took on board Captain Hinckley and crew; burned the ship. When she was on fire exercised our guns upon her; distance, 850 yards; made some good shots, but the roll was so great our accuracy was not up to our expectations. At 9:30 p. m., when some 20 miles from her, the saltpeter ignited, and a more beautiful panorama was never witnessed on the ocean. Although some 20 miles from her, the flames were so high and so brilliant that the focal rays illumined our sails and the ship did not appear more than 5 miles distant.

March 12 [13].—This day captured the schooner *Aldebaran*, from New York to Maranhão, Brazil. Her cargo was flour, provisions, clocks, etc. Burned her. Captain Hand seemed to think it hard that so true Southern Democrats as his father and himself had been should have their vessel burned. Found him quite a clever little fellow, modest and polite. Both he and Captain H. expressed great opposition to the war, which they denounced as a battle for the negro and not for the Union.

[*March 18.*]—Fell in with an English brig bound to Greenock, Scotland. Took captain, mates, and three men. We furnished water and provisions, as the captain feared he might be on short allowance.

[*March 25.*]—Overhauled an Austrian bark bound to New York with coal for Mr. Cunard, of the Royal Mail Steam Line. Doubted the propriety of passing her, but at length gave him all the benefits of the doubt. He took a few of our prisoners; furnished provisions and water.

March 28.—This day, captured the Boston bark *Lapwing*, bound to Batavia, loaded with provisions, lumber, furniture, and coal. The captain was terribly excited, not dreaming of a Confederate man-of-war in his locality. Sent Lieutenant Averett on board, with fifteen men, two howitzers, Acting Midshipman Bryan, Midshipman Dyke, and Dr. Grafton. Trust she will prove useful.

March 30.—At 8:45 p. m. captured *M. J. Colcord*, bark, from New York, bound to Cape Town, loaded with assorted cargo; took crew on board; left captain and wife. Unfortunately, lost Lieutenant Averett this night. He must have had a bad lookout, for we saw him up to 11:30 p. m. Fired rocket and had two lights up.

April 1.—At 10 a. m. boarded Danish brig *Christian*, bound to Santa Cruz, from Dublin; put all our prisoners on board, furnished liberal allowance of provisions, and then wrecked and burned the *M. J. Colcord*. Steamed to the southward, with the hope of overhauling Mr. Averett; no use.

April 12.—To this date, in the trades, have frequently chased, but the vessels all proved to be neutrals. At 11:40 a. m. made St. Paul's Islets, a cluster of rocks protruding from the bosom of the Atlantic in shapes most fantastic. Latitude $55^{\circ} 30' N.$, longitude $29^{\circ} 22' W.$ At 2:20, within nine-tenths of a mile of them, sent a boat with Lieutenant Stone to obtain sights to correct our chronometer; boat could not

land in consequence of the heavy sea that broke all round them. Fish, sharks, and birds (boobies) swarmed around these jagged and dangerous rocks. No reef surrounds the islets.

April 13.—Calm, with one heavy shower of rain, which was taken advantage of to scrub hammocks and wash clothes. Nothing of Mr. Averett. What a misfortune. The swell is to-day without regularity, and the barometer fluctuates from 29.90 to 30.30.

April 14.—At 10:50 a. m. made a sail to the southward and eastward; presumed it might be Mr. Averett. Got up steam and ran down for the sail. At 3 p. m. had the satisfaction of hailing the *Oreto* [*Lapwing*]; a most fortunate meeting, for both had drifted some 30 miles away from the rendezvous. The southeast current is very powerful in our position of latitude 10' S. and longitude 29° 16' W. At 5 p. m. commenced coaling and continued through the night. A more perfect Godsend we could not have had at the present moment, particularly as our bunkers were nearly empty. Found all on board in good health and living like lords on Yankee plunder. Mr. Averett was unhappy that he had not captured a prize. His vessel leaks and does not hold a good wind; will have to burn her when we expend her coal. Very few vessels are to be seen. Revoked all Mr. Averett's former orders and directed him to meet me at Fernando [de] Noronha May 4, when I will take all his coal, and have, I trust, captured one for further use.

April 15.—Latitude 7' N., longitude 28° 54' W. Current to-day evidently to the northward and eastward, as we have been hove to coaling all the livelong day. 'Tis calm and very hot; coal coming on board quite well, considering we have to boat it. Blackfish in numerous schools all around us. Midshipman Sinclair sent on board in place of Midshipman Dyke; this latter young gentleman not troubled with professional zeal, though his natural ability is excellent. Hope to finish coaling by 12 to-night, surely by daylight, when I shall steam to the westward in this calm belt. I have always observed that coaling is demoralizing to a ship's company; the dirt and temporary abnegation of the usual formality of a man-of-war produces a general laxity that can not be avoided unless the officers are experienced in proper discipline and naval jurisprudence. Unfortunately, the young officers of this vessel lack that training, and though they place a different estimate upon their ability and performance of duty, yet I have good reason to regret their want of vim and early training that would no doubt have made them more observant, careful, and military. They would in battle fight well, but do not seem fully to appreciate the training that is necessary for the purpose of being formidable when the trail comes.

April 17.—Hove to all night with banked fires. At daylight made out several sail; they all proved to be neutrals. At 10:20 a. m. captured ship *Commonwealth*, of New York, bound to San Francisco. Her cargo consisted of the greatest variety of merchandise. The Federal Government had in tobacco and provisions \$60,000 worth on board; the ship and cargo valued at \$370,000. Captain McClennol I found to be a most gentlemanly person, and the cool and quiet manner he exhibited under the peculiar annoyance of his position quite won my respect. Hot, very hot. Papers up to the 19th March; no particular news contained in them. The Yankees print lies with ease, and endorse the most absurd statements in regard to the South.

This morning Captain McC., by his Masonic sign, won over a French captain, who took him and ten others as passengers.

[*April 23.*]—Captured bark *Henrietta*, of Baltimore.

[April 24.]—Captured the ship *Oncida*, of New Bedford, from China, loaded with tea, etc. Her value was not far from \$1,000,000. Captain Potter was rather an odd fish, and seemed to think that the rings on his finger were also seized by the Confederates. I told him we had the example, but followed it not.

Captain Brown, of the bark *Henrietta*, is a regular down Easter, full of Biblical lore on slavery, and yet strong on the constitutional rights of the South. Mrs. Flories [Flora?] and daughter (13 years old), with son of 7, and infant, became my guests. Mrs. F. married a Southerner, and it was quite amusing to hear her Milesian Southern sentiments.

April 27.—Made the peak of Fernando [de] Noronha, which loomed up heavenward like a giant cloud. This island is a penal colony of Brazil, and is generally sighted by all vessels bound north or south for chronometric corrections.

[April] 28.—At 1 a. m. was startled by the fire bell; found the coal in port bunker had fired by spontaneous combustion; soon extinguished the same. Fell in with *Lapwing*; left her, with orders to come in to the ———. She had captured and bonded the *Kate Dyer* for \$40,000; she had a neutral cargo of guano.

[April] 29.—At Fernando.

[April] 30.—Prisoners sent on shore. Liberty given.

[Remainder of journal not found.]

Abstract log* of the C. S. S. *Florida*, Lieutenant J. N. Maffitt, C. S. Navy, January 16 to May 31, 1863.

List of officers of C. S. S. *Florida* when she left Mobile, Ala., January 16, 1863.

Names.	Rank.	Residence.
J. N. Maffitt.....	Lieutenant commanding.....	North Carolina.
S. W. Averett.....	Second lieutenant and executive officer....	Virginia.
J. L. Hoole.....	Second lieutenant.....	Alabama.
C. W. Read.....	.....do.....	Mississippi.
S. G. Stone.....	.....do.....	Alabama.
F. Garretson.....	Passed assistant surgeon.....	Virginia.
Jos. D. Grafton.....	.....do.....	Arkansas.
J. J. Lynch.....	Assistant paymaster.....	North Carolina.
J. Spidell.....	First assistant engineer (acting chief).....	[Alabama.]
R. S. Floyd.....	Midshipman.....	Georgia.
G. D. Bryan.....	.....do.....	South Carolina.
G. T. Sinclair.....	.....do.....	Virginia.
J. H. Dyke.....	.....do.....	Florida.
C. W. Quinn.....	Second assistant engineer.....	South Carolina.
W. H. Jackson.....	.....do.....	Maryland.
E. H. Brown.....	Third assistant engineer.....	Virginia.
T. T. Hunter, Jr.....	Master's mate.....	Maryland.
Lionel Vogel.....	Captain's clerk.....	South Carolina.
W. H. Wilson.....	Paymaster's clerk.....	District of Columbia.

January 16, 1863.—At 2 a. m. got underway and stood for the bar. At 3 we passed the enemy's fleet anchored off that place. When about 300 yards ahead of them we were discovered, and two vessels seen in chase. At daylight we saw chase about 12 miles astern, having run her hull down. At dark, chase barely visible.

January 17.—At sea. Off the coast of Mexico. Latitude 25° 4' N., longitude 86° 23' W.

* The original log book of the *Florida* was lost. The text is taken from a certified abstract made by Acting Master G. D. BRYAN, C. S. Navy, who was an officer of the *Florida* during the entire cruise.—COMPILERS.

January 18.—Standing toward Cuba. Latitude $23^{\circ} 9' N.$, longitude $85^{\circ} 50' W.$

January 19.—At daylight two sail in sight, one on the lee bow, the other on weather. Latitude $23^{\circ} 50' N.$, longitude $84^{\circ} 14' W.$ At 2 p. m. bore down on the sail astern. When about 3 miles distant hoisted the gridiron; the stranger hoisted the same. Called all hands to quarters, and when about 500 yards astern rounded up under his quarter and fired a shot across his bow. He immediately heaved to and hauled down his colors. The gig, with Lieutenant Hoole and Midshipman Floyd, followed by launch, with Lieutenant Stone and Midshipman Bryan, were sent aboard. She proved to be the brig *Estelle*, of New York, bound from Santa Cruz to Boston, with a cargo of sugar, molasses, and honey. Having stripped her of everything we needed, she was set on fire a little before dark, and we again stood on our course, having on board her officers and crew (eight men).

January 20.—Rainy and squally until 9 a. m., when we made the west end of the island of Cuba. Changed our course and ran along the land to the eastward. At 3:30 p. m. passed a small steam towboat. A steamer reported on the port bow. Called all hands to quarters, thinking that she was a Yankee. Proved to be a Spanish gunboat. Morro Castle in sight. Came to anchor in Havana at 7 p. m.

January 21, 1863.—At anchor in Havana Harbor. Coaled ship and took aboard provisions and clothing for the crew. Many persons visited the ship. We were enthusiastically welcomed at Havana.

January 22.—At 6 a. m. stood out to sea. The coal we had taken proved to be worthless and the crew commenced throwing it overboard. At 1 p. m. we captured and burned the brig *Windward*, of New York, bound from Matanzas, Cuba, to Portland, Me., with a cargo of sugar. At 4 p. m. boarded the brig *Corris Ann*, of Philadelphia, and from that place with a valuable cargo for Cardenas. Owing to mismanagement the vessel was burned too near the land and drifted into the harbor of Cardenas. Our engines giving out, we put into port at 7 p. m., where we remained until 9 p. m. repairing them. At 9 we got underway and stood to sea.

January 23.—Latitude $22^{\circ} 45' N.$, longitude $80^{\circ} 10' W.$

January 24.—Latitude $22^{\circ} 55' N.$, longitude $76^{\circ} 39' W.$

January 25.—At daylight found ourselves on the banks and among the rocks and shoals, Bahama. At 4 p. m. got underway and stood for deep water, which we reached at 4:30. Stood to the northward and westward.

January 26.—Came to anchor in the harbor of Nassau. At 11 a. m. commenced coaling ship. Received many visitors aboard. Took aboard stores and clothing. Twenty-six of the ship's company deserted, but only two were of much service. Six good seamen came on board and were shipped.

January 27.—At 11 a. m. steamed out of the harbor; stood off and on the harbor until dark, when we took our departure and stood to the southward and eastward.

January 28.—Running down the Tongue of the Ocean.

January 29.—Latitude $23^{\circ} 56' N.$, longitude $77^{\circ} 4' W.$ At 9:30 came to anchor on the banks about 8 miles from Green Cay.

January 30.—At 2:30 made a sail to the northward. Called all hands, up anchor, and hove into 20 fathoms, ready to slip and run. The sail proved to be a small sloop. When within 6 miles she put about on the other tack (port). Painted the smokestacks cream color,

January 31.—Latitude $23^{\circ} 35' N.$, longitude $76^{\circ} 55' W.$

February 1.—At 4:30 a. m. got underway and stood to the southward. At 8 a steamer reported on our starboard bow, bearing down upon us. Made her out to be a side-wheel Yankee man-of-war. Called all hands to quarters and cleared ship for action. At 8:30 went about, the Yankee in chase, and steam having gone down, gained on us for some time, but on setting all sail, and steam rising, we commenced dropping him slowly until dark, when he came up to within 3 miles of us, but did not molest us. During the day shifted two after broadside guns to the stern ports, so as to bring them to bear on the chase astern; unshipped the wheel and took the dingey inboard.

February 2.—At daylight chase still in sight on lee quarter. Set all sail and continued to drop him until 12:30, when he was not to be seen. Latitude $26^{\circ} 24'$ N., longitude $75^{\circ} 40'$ W. At 2 p. m. chase in sight on weather quarter. Set studding sails below and aloft on foremast and changed our course to get rid of the Yankee.

February 3.—At daylight chase not in sight. Latitude $29^{\circ} 2'$ N., longitude $74^{\circ} 6'$ W.

February 4.—Latitude $29^{\circ} 50'$ N., longitude $75^{\circ} 5'$ W.

February 5.—Latitude $31^{\circ} 32'$ N., longitude 74° W.

February 6.—Latitude $33^{\circ} 33'$ N., longitude $72^{\circ} 20'$ W. Owing to the very heavy weather we were obliged to pass unmolested a Yankee schooner and ship.

February 7.—Latitude 32° N., longitude $71^{\circ} 20'$ W.

February 8.—Latitude $30^{\circ} 52'$ N., longitude $70^{\circ} 40'$ W. At 5 p. m. stood for a sail. At 5:45 came up to her and hoisted the English ensign; she hoisted the Prussian; stood again on our course.

February 9.—Latitude $28^{\circ} 38'$ N.; longitude $69^{\circ} 18'$ W. At 6 p. m. hauled fires and lowered the after smokestack preparatory to setting the mainsail.

February 10.—At 8:30 hove to a fore-and-aft schooner. She hoisted the English ensign and saluted us. Stood on our course. Latitude $26^{\circ} 53'$ N., longitude $67^{\circ} 50'$ W.

February 11.—Latitude $25^{\circ} 51'$ N., longitude $66^{\circ} 36'$ W.

February 12.—At 8:30 a. m. made a sail on lee beam; lowered the fan, got up steam, and stood in chase. At 4:45 p. m., when about 2 miles from the chase, hoisted the Yankee colors and fired a shot from forward pivot to heave her to. She hoisted the Yankee colors. Hailed her and ordered her to haul down, which she immediately did. She proved to be the Yankee ship *Jacob Bell*, of New York, from Foo-Chow, China, bound to New York, laden with 1,380 tons of tea, 10,000 boxes of firecrackers, matting, camphor, and cassia. Cutter with Lieutenant Hoole and Midshipman Floyd and ten men took charge of her. Brought forty-one prisoners aboard, among whom were two ladies. At dark lost sight of the prize; hove to and waited for her to come up; hailed and ordered her to keep company during the night.

February 13.—At 6:30 a. m. made a sail two points on the lee bow. Called away all boats and sent them to the prize ship *Jacob Bell* to bring stores and baggage from her. Latitude $25^{\circ} 3'$ N., longitude 67° W. At 2 p. m. set fire to her and stood to the northward and westward in chase of another sail. Went to quarters and spoke the chase. Found her to be the French brig *Leonce Lucoste*, bound from Martinique to Havre.

February 14.—Latitude $25^{\circ} 10'$ N., longitude $65^{\circ} 14'$ W.

February 15.—At 5:30 a. m. made a sail on the weather bow standing to the northward and westward. Made all sail in chase, and chased her the whole day until night, when she escaped us. Latitude $24^{\circ} 43'$ N., longitude $63^{\circ} 45'$ W.

February 16.—Latitude $23^{\circ} 50' N.$, longitude $63^{\circ} 40' W.$

February 17.—Latitude $21^{\circ} 33' N.$, longitude $63^{\circ} 15' W.$ At 1 p. m. a sail was reported on the port beam bearing down on us. When about 4 miles off we hoisted the English ensign, which was answered by her hoisting the Danish flag. She proved to be the bark *Morning Star*, from New York, bound to St. Thomas. Lowered the first cutter and sent Midshipman Floyd to board her. Lowered the second cutter and gig and transferred all the prisoners and their baggage aboard her.

February 18.—Latitude $19^{\circ} 31' N.$, longitude $62^{\circ} 50' W.$

February 19.—Latitude $20^{\circ} 31' N.$, longitude $62^{\circ} 28' W.$

February 20.—Latitude $18^{\circ} 37' N.$, longitude $61^{\circ} 51' W.$

February 21.—Latitude $18^{\circ} 2' N.$, longitude $61^{\circ} 17' W.$ At 11 a. m. made a bark on our weather beam running before the wind; started in chase, hoisted English colors; she did the same; stood on our course.

February 22.—Latitude $16^{\circ} 42' N.$, longitude $60^{\circ} 48' W.$

February 23.—Latitude $15^{\circ} 8' N.$, longitude $59^{\circ} 38' W.$

February 24.—At 5:30 a. m. sighted the island of Barbados; ran along the island to the town of Bridgetown, where we came to anchor at 10. All the officers were quarantined on account of the twenty-six men deserting in Nassau.

February 25.—At 5 p. m. finished coaling ship. At 7 got underway and bulled among the shipping in the harbor. Carried away our starboard main brace and second cutter, the ship being at the time in charge of the captain. Stood out to sea.

February 26.—Latitude $12^{\circ} 55' N.$, longitude $58^{\circ} 34' W.$ Ten men who had come on board in Bridgetown shipped.

February 27.—At 5:30 a. m. Isaac White, seaman, in the attempt to unshackle the cable from our weather anchor, was swept overboard; all efforts to save him were unavailing. Latitude $10^{\circ} 8' N.$, longitude $57^{\circ} W.$

February 28.—Latitude $9^{\circ} 24' N.$, longitude $55^{\circ} 19' W.$

March 1.—Latitude $7^{\circ} 7' N.$, longitude $54^{\circ} 1' W.$

March 2.—Latitude $8^{\circ} 24' N.$, longitude $54^{\circ} 12' W.$

March 3.—Latitude $8^{\circ} 28' N.$, longitude $54^{\circ} 10' W.$

March 4.—Latitude $10^{\circ} 29' N.$, longitude $54^{\circ} 16' W.$ Ran this day 137 miles.

March 5.—Latitude $13^{\circ} 6' N.$, longitude $54^{\circ} 19' W.$

March 6.—Latitude $15^{\circ} 13' N.$, longitude $54^{\circ} 38' W.$ At daylight discovered sail to windward about 7 miles. At 7:30 lowered propeller, got up steam, and started in chase. When about 4 miles from her, called all hands to quarters and cast loose the weather broadside guns and pivots; fired a shot across her bow, after which she immediately hove to. Sent Lieutenant Hoole and Midshipman Bryan to board her. She proved to be the Yankee ship *Star of Peace*, of Boston, bound from Calcutta to Boston, with a cargo mostly of saltpeter, with cow and goat skins. Having taken off her officers, who were paroled, and her men, who were put in single irons, we set fire to her at 4 p. m., having the gratification of knowing that besides being a Yankee she contained contraband of war. At 4:15 p. m. beat to quarters and fired twenty-two rounds at the burning prize, six of which struck her. Made all sail and stood to the northward. At 9 p. m., the saltpeter igniting, the fire was really beautiful; the sea lit up for 30 miles around.

March 7.—Latitude $16^{\circ} 55' N.$, longitude $54^{\circ} 53' W.$

March 8.—Latitude $19^{\circ} 36' N.$, longitude $54^{\circ} 50' W.$

March 9.—Latitude $21^{\circ} 40' N.$, longitude $54^{\circ} 55' W.$ At 3:30 p. m. made a small sail off the weather bow. At 4:30 went about and stood

for her; hoisted the Yankee colors, which the stranger returned by hoisting the French. Sent a boat on board. Proved to be a French fishing schooner.

March 10.—Latitude $23^{\circ} 35'$ N., longitude $54^{\circ} 38'$ W. At 5:10 discovered a sail on lee bow and made all sail in chase, but owing to a heavy rain squall we lost her.

March 11.—Latitude $25^{\circ} 55'$ N., longitude $54^{\circ} 10'$ W. Since the capture of the *Star of Peace* no grumbling has been heard among our men, as particular care was taken to divide the mess stores equally.

March 12.—Latitude $28^{\circ} 20'$ N., longitude $52^{\circ} 51'$ W.

March 13.—Latitude $29^{\circ} 18'$ N., longitude $51^{\circ} 4'$ W. At 8:30 a. m. made a sail on the lee bow, squared away for her and made all sail in chase. At 11:45 fired a blank charge, after which the stranger came to. At 12 sent a boat aboard of him in charge of Lieutenant Averett; proved to be an Englishman. Made a schooner to the northward standing for us. Hoisted the English ensign, which was returned by the stranger hoisting the Yankee flag. Lieutenant Averett boarded her and took possession. After having transferred her officers, crew, and all the stores that we wished, we set her on fire at 10:30 p. m. She was the *Aldebaran*, of New York, bound from that port to Maranham, with a cargo of provisions and Yankee "fixins."

March 14.—Latitude $29^{\circ} 36'$ N., longitude $48^{\circ} 45'$ W.

March 15.—Latitude $29^{\circ} 18'$ N., longitude $44^{\circ} 48'$ W.

March 16.—Latitude $38^{\circ} 18'$ N., longitude $42^{\circ} 10'$ W.

March 17.—Latitude $31^{\circ} 54'$ N., longitude $42^{\circ} 10'$ W.

March 18.—Latitude $33^{\circ} 21'$ N., longitude $39^{\circ} 20'$ W. At 3:30 a. m. a bark passed to leeward of us. At daylight made two sail, one on the lee beam, the other on weather bow. Proved to be the English brig *Runnymede*, from Pernambuco, bound to Grennock [Greenock]. She took eleven (officers and men) of the prisoners. At 11:30 made another sail on weather bow. Stood in chase. At 7:30 spoke the stranger; boarded him; proved to be the English ship *Larra Mara*, from Ragoon [Rangoon], bound to Liverpool. Stood on our course.

March 19.—Latitude $34^{\circ} 43'$ N., longitude $37^{\circ} 15'$ W. At 8:30 two sail in sight, one ahead, the other on starboard bow. Made all sail and steam in chase. When within 4 miles of them hoisted the Yankee colors, which was returned by both of them hoisting the English. At 11 tacked the ship and gave up the chase.

March 20.—Latitude $35^{\circ} 35'$ N., longitude $35^{\circ} 2'$ W.

March 21.—Latitude $35^{\circ} 57'$ N., longitude $32^{\circ} 42'$ W. Shipped two of the prisoners of the *Star of Peace*.

March 22.—Latitude $36^{\circ} 40'$ N., longitude $29^{\circ} 40'$ W.

March 23.—Latitude $36^{\circ} 22'$ N., longitude $29^{\circ} 23'$ W. Made a sail on weather bow; chased her all day. It becoming calm in the evening, lowered a boat and sent after the sail, about 6 miles off. At 7 the boat returned, having lost her in the dark.

March 24.—Latitude $34^{\circ} 50'$ N., longitude $29^{\circ} 10'$ W.

March 25.—Latitude $34^{\circ} 30'$ N., longitude $29^{\circ} 40'$ W. Boarded the Austrian bark *A. R.*, for New York, laden with coal consigned to E. Cunard. Put three prisoners aboard of her and stood on our course.

March 26.—Latitude $32^{\circ} 28'$ N., longitude $31^{\circ} 45'$ W.

March 27.—Latitude $31^{\circ} 15'$ N., longitude $33^{\circ} 20'$ W.

March 28.—Latitude 31° N., longitude $33^{\circ} 35'$ W. At 8:30 sighted a sail on the lee bow, about 7 miles off. Got up steam and stood in chase. At 11:30 overhauled and boarded her. She proved to be the Yankee bark *Lapwing*, from Boston, bound to Batavia. As the greater part of

her cargo consisted of coal, Lieutenant S. W. Averett, with Lieutenant C. W. Read, Passed Assistant Surgeon J. D. Grafton, Acting Midshipman J. H. Dyke, and fifteen men took charge of her. Transferred a 12-pounder howitzer with ammunition to the bark, which was named *Oreto*. Filled away in the afternoon, bark keeping company.

March 29.—Latitude 31° N., longitude $31^{\circ} 54'$ W. At daylight the *Oreto* [*Lapwing*] was about 6 miles to leeward. Hove to and waited for her to come up. The sea being smooth and very little wind, commenced coaling ship; took aboard 10 tons. Acting Master G. D. Bryan was ordered aboard the *Oreto* [*Lapwing*]. Lieutenant Read was ordered back to the *Florida*.*

Abstract log of the C. S. bark Oreto (Lapwing) tender to the C. S. S. Florida, Lieutenant S. W. Averett, C. S. Navy, commanding, March 30 to May 3, 1863.

March 30.—Latitude $29^{\circ} 43'$ N., longitude $31^{\circ} 40'$ W. At 4 p. m. a sail discovered right ahead. Signaled to the *Florida*, made all sail, and stood in chase. At 6 the *Florida* passed us, heading for the stranger. At dark neither of them were to be seen.

March 31.—Latitude $27^{\circ} 6'$ N., longitude $32^{\circ} 51'$ W. At 3 p. m. hailed an Austrian brig and asked to be reported.

April 1.—Latitude $24^{\circ} 19'$ N., longitude —. At 11 p. m. boarded an English brig.

April 2.—Latitude $21^{\circ} 6'$ N., longitude $32^{\circ} 23'$ W.

April 3.—Latitude $17^{\circ} 29'$ N., longitude $32^{\circ} 25'$ W.

April 4.—Latitude $14^{\circ} 3'$ N., longitude $32^{\circ} 21'$ W.

April 5.—Latitude $11^{\circ} 6'$ N., longitude — W.

April 6.—Latitude $8^{\circ} 19'$ N., longitude $31^{\circ} 18'$ W. At 10:30 made a sail on weather bow; tacked ship and tried to overhaul her; she was too far to windward. At 11:30 tacked ship and stood on our course.

April 7.—Latitude $5^{\circ} 27'$ N., longitude $29^{\circ} 59'$ W.

April 8.—Latitude $2^{\circ} 22'$ N., longitude $29^{\circ} 36'$ W. Crew employed making "quaker guns."

April 9.—Latitude $43'$ N., longitude $29^{\circ} 26'$ W.

April 10.—Latitude $10'$ S., longitude $29^{\circ} 9'$ W. Crossed the line at 1 p. m.

April 11.—Latitude $3'$ S., longitude $29^{\circ} 29'$ W. Sails in sight all around; chased one of them, who, on coming up, showed the Spanish colors.

April 12.—Latitude $20'$ S., longitude $29^{\circ} 31'$ W. Chased a brig, who showed English colors.

April 13.—Latitude $3'$ S., longitude $29^{\circ} 23'$ W.

April 14.—Latitude $19'$ S., longitude $29^{\circ} 7'$ W. At noon made the smoke of a steamer. Proved to be the *Florida*, who lowered boats and commenced coaling immediately.

April 15.—Latitude $3'$ S., longitude $28^{\circ} 54'$ W. Still coaling the *Florida*. Here we were told that she had captured the bark [*M. J.*] *Colcord*, of New York. Acting Midshipman J. H. Dyke was ordered aboard the *Florida* and Midshipman G. T. Sinclair ordered aboard this vessel in his place.

April 16.—Latitude $6'$ S., longitude $28^{\circ} 59'$ W. Continued coaling the *Florida* until 1:30 p. m., when we set sail on our course to the southward.

April 17.—Latitude $18'$ S., longitude $29^{\circ} 13'$ W.

*There is a hiatus in this log book of the *Florida* from March 30 to May 2, inclusive, for the reason that Acting Master G. D. Bryan, who kept this log book, was transferred to the *Oreto* (*Lapwing*) on March 29.—COMPILERS.

April 18.—Latitude 54' S., longitude 29° 35' W.

April 19.—Latitude 54' S., longitude 29° 37' W.

April 20.—Latitude 1° 13' S., longitude 30° 11' W. At 6 a. m. made a sail on lee bow, standing S. W. She showed the French flag. At 6:30 made a ship to leeward; stood in chase. She proved to be the Yankee ship *Kate Dyer*, seventy-two days from Callao, bound to Antwerp with a neutral cargo of guano. Brought the captain on board and bonded him for \$40,000.

April 21.—Latitude 1° 29' S., longitude 38° 34' W.

April 22.—Latitude 2° 27' S., longitude 30° 33' W. Overhauled a topsail schooner, which showed the Spanish ensign.

April 23.—Latitude 3° 10' S., longitude 31° 16' W. Passed a sail showing Spanish colors; answered with the Yankee flag.

April 24.—Latitude 4° 45' S., longitude 32° 34' W. At 6 a. m. sighted Fernando de Noronha, bearing N. by W., distant 20 miles. Passed three sail standing to the northward, to one of which we gave our latitude and longitude by signal.

April 25.—Latitude 3° 36' S., longitude 32° 6' W.

April 26.—Latitude 3° 25' S., longitude 32° 25' W.

April 27.—Latitude 2° 47' S., longitude 32° 25' W.

April 28.—Latitude 2° 58' S., longitude 32° 48' W. At 2:30 p. m. made a steamer to windward. At 4:15 she came up and proved to be the *Florida*. We lowered a boat and communicated. Learned that she had captured the ship *Commonwealth*, from New York to San Francisco, with an assorted cargo; the bark *Henrietta*, from Baltimore to Rio [de] Janeiro, with assorted cargo; also the ship *Oneida*, from Shanghai, bound to New York with a cargo of tea.

April 29.—Latitude 3° 23' S., longitude [32° 47' W].

April 30.—Made smoke of a steamer on starboard beam. She proved to be a Brazilian mail boat. At 4 sent a boat with two officers and seven men to board a bark to leeward.

May 1.—At 8:40 a. m. boat returned and reported the vessel to be the English bark *Agrippina*, with a cargo of coal for the U. S. S. *Alabama*.

May 2.—Latitude 3° 50' S., longitude 32° 46' W.

May 3.—Off Fernando de Noronha. At 9 a. m. the *Florida* came up with us. Got ready to be taken in tow. At 12:15 in tow of the *Florida*, heading for the island. Coaling the *Florida*. Lieutenant Averett, Dr. Grafton, and Acting Master G. D. Bryan were ordered back to the *Florida*. Acting Master R. S. Floyd took charge of the *Lapwing*.

Abstract log of Florida—continued.

May 3.—Off Fernando de Noronha. At 9 a. m. the *Florida* came up with the *Lapwing* [Oreto.] Lieutenant Averett, Dr. Grafton, and Acting Master G. D. Bryan were ordered back to the *Florida*. Acting Master R. S. Floyd took charge of the *Lapwing*.

May 4.—Received coal from the bark until 6 p. m., when we cast off from her and stood to sea.

May 5.—Communicated with the *Lapwing* at 1 p. m. Spoke a Brazilian bark at 5:30 p. m.

May 6.—At 2:30 a. m. spoke the *Lapwing*. At 8:20 spoke a Spanish brig. At 9:45 hailed the Yankee brig *Olarence*, from Rio to Baltimore, with a cargo of coffee, and made her a prize. Chased a bark to windward, which proved to be the *Lapwing*. Returned to the *Olarence*. Lieutenant O. W. Read, Second Assistant Engineer E. H. Brown, and twenty men were sent aboard to take charge. Made land ahead. Put

one howitzer and equipments, also small arms, aboard of the brig. Second Lieutenant O. W. Read took command of her with sealed orders. At 6 p. m. parted company with the brig and stood to the southward and westward under steam and all sail.

May 7.—Running down the Brazilian coast. At 4:30 exchanged colors with the English bark *Hindoo*, of Liverpool. At 6:45 boarded the English brig *Amelia*, from St. John, New Brunswick, to Pernambuco. Spoke English bark *Clara*, from Pernambuco to Liverpool. At 11 made Pernambuco light.

May 8.—Came to anchor in harbor of Pernambuco.

May 12.—At 2 p. m. got underway and steamed out of the harbor of Pernambuco. Lay to near the French mail steamer and boarded her for news.

May 13.—At 3:30 p. m. took as prize the ship *Crown Point*, thirty-four days from New York, bound to San Francisco with an assorted cargo. Took from her the stores we needed, and at 11:30 set her on fire.

May 15.—At 10 a. m. made Cape St. [San] Roque, bearing W. by S., distant 15 miles.

May 16.—At 3 p. m. made Rocas Shoals and came to anchor at 4, beacon on the shoal bearing S. E., distant 1 mile.

May 18.—The body of John Johnson, seaman, was sent ashore to be buried, accompanied by most of the officers and men.

May 20.—At 4 p. m. a sail reported to the eastward. Got underway and stood for her. At 4:20 tower on Rocas bore S. W., distant 2 miles. At 6 overhauled the sail. Proved to be a Danish brig. She took ten of our prisoners. At 8 steamed slowly to the eastward.

May 21.—At 12:30 p. m. sighted the Rocas and stood for it and came to anchor.

May 29.—At 5:30 p. m. some of the officers went ashore in the third cutter. At 5:45 discovered a signal made by the party ashore; also that the boat had been upset. Dispatched the gig to their assistance. Gig returned, unable to land. Brought off William Sharkey, one of the capsized boat's crew. At 8 sent Lieutenant Stone ashore in second cutter. On landing he found all safe except Passed Assistant Surgeon Joseph D. Grafton, who, while in the breakers, generously relinquished his means of safety (an oar) to one of the men, who appealed to him as unable to swim.

May 30.—Sent dingey ashore with orders for the *Oreto* [*Lapwing*]. Enclosed orders in a bottle and nailed a signal on the beacon staff as a guide. At 4 p. m. got underway and stood to the westward.

May 31.—At sea.

[Remainder of this log book not found.]

Abstract log of the U. S. S. Florida, September 17, 1863—March 31, 1864.

Commander J. N. Barney, U. S. Navy, September 17, 1863—January 9, 1864, and Lieutenant C. M. Morris, U. S. Navy, January 9 to March 31, 1864.

September 17, 1863.—In dock, Brest navy yard, France.

September 23.—At 5:30 a. m. the navy yard pilot came on board and moved down alongside a hulk near the entrance of the harbor.

October 9.—From 12 to 4 p. m.: A Yankee man-of-war boat came alongside with a communication for Captain Barney. Sent a boat aboard the Yankee with the communication unopened.

December 26.—At 1:30 p. m. left our berth alongside of huik; taken in tow by a steamer, and at 2:15 came to in the roads.

December 29.—Meridian to 4 p. m.: American gunboat *Kearsarge* left the harbor.

January 3, 1864.—Meridian to 4: U. S. S. *Kearsarge* steamed into the roads and immediately went to sea again.

January 4.—At 12:30 p. m. hove up and got underway with steam for the purpose of trying engines. At 2, when off outer light-house, started back. At 3:30 came to near old anchorage. Experiments with engines satisfactory.

January 9.—At 1 p. m. Commander J. N. Barney, in the presence of the officers and crew, turned over the command to Lieutenant Commanding C. M. Morris.

January 16.—At 8:50 a. m. Federal steamer *Kearsarge* came to anchor.

February 10.—At 2 a. m. got underway in charge of the pilot and stood to sea.

List of officers of the U. S. S. Florida when she left Brest, France, February 10, 1864.

Names.	Rank.	State from which appointed.
C. M. Morris	Lieutenant commanding	Georgia.
S. W. Ayerett	First lieutenant and executive officer	Virginia.
J. L. Hoole	Second lieutenant	Alabama.
S. G. Stone	do	Do.
S. Barron	Acting lieutenant	Virginia.
T. J. Charlton	Passed assistant surgeon	Georgia.
Richard Taylor	Assistant paymaster	Virginia.
R. S. Floyd	Acting master	Georgia.
G. D. Bryan	do	South Carolina.
T. Emory	Assistant surgeon	District of Columbia.
C. W. Quinn	First assistant engineer, acting chief	South Carolina.
G. T. Sinclair	Midshipman	Virginia.
J. H. Dyke	do	Florida.
W. B. Sinclair	do	Virginia.
D. McWilliams	First assistant engineer	Maryland.
J. C. Lake	Second assistant engineer	
Walter Rose	Third assistant engineer	
T. T. Hunter, Jr.	Master's mate	Maryland.
W. D. Hough	Captain's clerk	Do.

February 11.—At 4:30 a. m. made a strange light on starboard quarter. Finding that she was overhauling us, went to quarters and hauled up, whereupon she passed across our stern. Latitude $46^{\circ} 40'$ N., longitude $6^{\circ} 35'$ W.

February 12.—Latitude $47^{\circ} 6'$ N., longitude $8^{\circ} 31'$ W.

February 13.—Latitude $47^{\circ} 45'$ N., longitude 10° W.

February 14.—Latitude $47^{\circ} 20'$ N., longitude $11^{\circ} 48'$ W.

February 15.—At 8:30 a. m. squared in chase under steam and sail. At 9:45 overhauled English bark *Premier*, of London. Ran up French, United States, and Confederate colors in succession. At 10 tacked ship. Passed also a large English ship on port tack without any head booms. Latitude $47^{\circ} 23'$ N., longitude $12^{\circ} 21'$ W.

February 16.—From 8 to meridian: Several sails in sight. At 11:30 wore ship and stood after a ship in appearance an American. Latitude $45^{\circ} 45'$ N., longitude $11^{\circ} 2'$ W.

February 18.—From 8 to midnight: Standing in for Belle Isle light. At 11:30 a small steamer came out and spoke us; followed her in. Several small sail in sight. Latitude $47^{\circ} 8'$ N., longitude $4^{\circ} 47'$ W.

February 19.—At 12:30 a steam tug came alongside. Received from her 2 pivot-gun slides and carriages, 24 shackles and bolts, 1 box of miscel-

laneous articles, and 1 set of hide wheel ropes. Unbent chains, stowed port anchor, got the battery in place. At 3:25 went ahead under steam. Latitude $46^{\circ} 46'$ N., longitude $5^{\circ} 35'$ W.

February 20.—At 10:25 a. m. hauled up and spoke the bark *George Canning*, from London to New Zealand. Latitude $45^{\circ} 51'$ N., longitude $9^{\circ} 35'$ W.

February 21.—Latitude $44^{\circ} 3'$ N., longitude $11^{\circ} 6'$ W.

February 22.—Latitude $42^{\circ} 42'$ N., longitude $12^{\circ} 43'$ W.

February 23.—Latitude $41^{\circ} 54'$ N., longitude $12^{\circ} 50'$ W.

February 24.—Latitude $40^{\circ} 45'$ N., longitude $14^{\circ} 5'$ W.

February 25.—Latitude $38^{\circ} 59'$ N., longitude $14^{\circ} 58'$ W.

February 26.—Latitude $35^{\circ} 52'$ N., longitude $15^{\circ} 3'$ W.

February 27.—At 9:15 a. m. mustered crew at quarters and exercised No. 1 pivot gun, which proved nearly unmanageable. At 12:15 p. m. discovered the island of Porto Santo right ahead. At 7:50 hauled up under the lee of the Madeiras. Latitude $33^{\circ} 35'$ N., longitude $16^{\circ} 14'$ W.

February 28.—At anchor, Funchal, Madeira.

February 29.—At anchor, Funchal, Madeira. At 8 p. m. got underway and stood to the eastward.

March 1.—Latitude $31^{\circ} 16'$ N., longitude $17^{\circ} 11'$ W.

March 2.—At daylight four sail in sight, three brigs and one bark. Latitude $30^{\circ} 52'$ N., longitude $17^{\circ} 10'$.

March 3.—At daylight made peak of Teneriffe right ahead. Several sail in sight. Standing along the island of Teneriffe. Latitude $28^{\circ} 59'$ N., longitude $16^{\circ} 24'$ W.

March 4.—From 4 to 8 a. m. standing around the eastern point of Teneriffe toward Santa Cruz. At 8:30 came to anchor off Santa Cruz.

March 5.—From 3 to 6 p. m. hove up anchor and got underway. Suspicious sail in sight; supposed to be the *St. Louis*. Six to 8, under full head of steam, standing along the coast of Teneriffe.

March 7.—Latitude $27^{\circ} 10'$ N., longitude $18^{\circ} 2'$ W.

March 8.—Latitude $24^{\circ} 45'$ N., longitude $21^{\circ} 38'$ W.

March 9.—Latitude $23^{\circ} 51'$ N., longitude $23^{\circ} 5'$ W.

March 10.—Latitude $23^{\circ} 19'$ N., longitude $23^{\circ} 45'$ W.

March 11.—Latitude $22^{\circ} 25'$ N., longitude $25^{\circ} 56'$ W.

March 12.—Latitude $21^{\circ} 41'$ N., longitude $28^{\circ} 38'$ W.

March 13.—Latitude $21^{\circ} 3'$ N., longitude $30^{\circ} 6'$ W.

March 14.—Latitude $20^{\circ} 36'$ N., longitude $31^{\circ} 15'$ W.

March 15.—Latitude $20^{\circ} 15'$ N., longitude $31^{\circ} 58'$ W.

March 16.—Latitude $19^{\circ} 49'$ N., longitude $33^{\circ} 33'$ W.

March 17.—Latitude $19^{\circ} 36'$ N., longitude $35^{\circ} 47'$ W.

March 18.—Latitude $19^{\circ} 26'$ N., longitude $38^{\circ} 33'$ W.

March 19.—Latitude $21^{\circ} 13'$ N., longitude $39^{\circ} 58'$ W. Meridian to 3 p. m.: In chase of two vessels; one ahead appeared to be a brig standing west. Abandoned the chase of this vessel and made sail in chase of a brig to the northward. At 7:30 p. m. boarded the English brig *Chancy*, from Rio [de] Janeiro to Liverpool. At 7:40 stood on our course.

March 20.—Latitude $21^{\circ} 9'$ N., longitude $40^{\circ} 11'$ W.

March 21.—At 9 a. m. showed English colors to a French brig on weather quarter. Lowered screw and steamed in chase of a bark on lee bow, with steam on after boiler. At 2 p. m. came up with chase, a Prussian bark; showed her Yankee colors. Latitude $21^{\circ} 18'$ N., longitude $40^{\circ} 14'$ W.

March 22.—Latitude $21^{\circ} 14'$ N., longitude $40^{\circ} 14'$ W.

March 23.—Latitude $20^{\circ} 56'$ N., longitude $38^{\circ} 29'$ W.

March 24.—Latitude $19^{\circ} 49'$ N., longitude $37^{\circ} 11'$ W.

March 25.—At 9 a. m. showed French colors to Italian brig *Francesco*, standing to westward. Latitude $19^{\circ} 2'$ N., longitude $35^{\circ} 57'$ W.

March 26.—Latitude $17^{\circ} 54'$ N., longitude $35^{\circ} 10'$ W.

March 27.—Latitude $16^{\circ} 56'$ N., longitude $34^{\circ} 28'$ W.

March 28.—Latitude $16^{\circ} 24'$ N., longitude $34^{\circ} 26'$ W.

March 29.—At 10:15 a. m. showed English colors to Dutch brig standing to the northward. From 3 to 6 p. m. a sail in sight, standing toward us. At 4:10 met her; she hoisted Yankee colors; hailed and ordered her to heave to. Shortened sail, wore ship, and hove to with maintopsail to the mast and spanker. Boarded her and found that she was the ship *Avon*, of Boston, from Howland's Island, with a cargo of guano (1,600 tons), bound to Cork for orders. Sent second and third cutters aboard the prize with four officers and the port watches. From 6 to 8 p. m. employed wrecking prize. The captain, his wife and two children, three mates, and seventeen men of the *Avon* came on board. At 9 stood south, the prize following astern. Latitude $15^{\circ} 11'$ N., longitude $34^{\circ} 25'$ W.

March 30.—Employed wrecking prize. At 11 finished wrecking. Officers and men returned on board from prize, leaving her hove to. Hoisted second cutter and one of the prize's boats in place of first cutter. At 1 p. m. went to quarters and practiced at prize. Fired four shells from No. 2 pivot, one of which went through her foresail; three from No. 2 broadside; a fragment of one of the shells went through her hull below mizzen chains, and six from No. 3 broadside; one struck a chain plate of the fore rigging, burst, and did great damage to her rail and forward house; another through her foresail. The remainder of the shots were poor. At 3 sent a boat aboard of prize and set her on fire in several places. At 4:15 wore ship and stood toward the burning prize to pick up first cutter, which was hoisted in gig's place, she being shattered by concussion of broadside guns. At 4:45 filled away on course. Latitude $14^{\circ} 10'$ N., longitude $34^{\circ} 19'$ W.

March 31.—Latitude $12^{\circ} 11'$ N., longitude $33^{\circ} 55'$ W.

Cruises of the C. S. S. Alabama and tender Tuscaloosa.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Alabama, of the cruise of that vessel from January 4 to May 12, 1863, enclosing list of vessels captured.

C. S. S. ALABAMA,
Bahia, May 12, 1863.

SIR: My last dispatch to the Department was dated on the 4th of January last from the Arcas Islands, in the Gulf of Mexico. I now have the honor to inform you briefly of the proceedings of this ship, under my command, since that date. My object in going into the Gulf of Mexico was to make a night attack upon the transports of Banks's expedition, of the preparation of which I had seen some accounts in the Northern newspapers, captured on board the *Ariel* in November last. I concluded from these accounts that the expedition was destined for Texas, and I presumed that it would rendezvous at Galveston. As it was said that the expedition was to consist of 20,000 men, I knew that a large number of transports would be necessary, and, as there were but

12 feet of water on the bar at Galveston, as a matter of course many of the transports would be obliged to anchor outside of the bar. If my supposition as to the destination of this fleet was correct, by timing my arrival properly I might hope to attack forty or fifty transports laden with troops, in the darkness of the night, sink or set on fire many of them, and escape before I could be pursued by a superior force.

To carry out this purpose I ordered my coal ship to meet me at the Areas, where I filled up with coal, and on the 5th of January I made sail for Galveston. In the meantime, as the Department knows, the expedition of General Banks took another direction, and landed at New Orleans. I arrived off Galveston (under sail) on the 11th of January, and just before nightfall we made the enemy's fleet lying off the bar, consisting of five ships of war. One of the steamers was soon after perceived to get underway and steer in our direction. I ordered steam to be got up, but kept sail on the ship as a decoy, that I might entice the enemy's ship sufficiently far from the fleet to offer her battle. I wore ship and stood away from the bar, permitting the enemy to approach me by slow degrees. When the enemy had approached sufficiently near, I took in all sail and wearing short around ran up within hail. It was now dark, it being about 7 o'clock. The enemy hailed, "What ship is that?" We responded, "Her Majesty's steamer *Petrel*." The reply was, "I will send a boat on board." We now hailed in turn to know who the enemy was, and when we had received the reply that he was the U. S. S. *Hatteras* we again hailed him and informed him that we were the C. S. S. *Alabama*, and at the same time I directed the first lieutenant to open fire upon him. Our fire was promptly returned, and a brisk action ensued, which lasted, however, only thirteen minutes, as at the end of that time the enemy fired an off gun and showed a light, and upon being hailed by us to know if he had surrendered, he replied that he had and that he was in a sinking condition. I immediately dispatched boats to his assistance, and had just time to remove the crew when the ship went down. The casualties were slight on both sides, although the action was fought at a distance of from 150 to 400 yards. Our shot all told on his hull about the water line, and hence the small number of killed and wounded on the part of the enemy—2 of the former and 3 of the latter. We had none killed and only 1 wounded. The *Hatteras* mounted eight guns, and had a crew of 18 officers and 108 men. The *Alabama* also mounted eight guns (with a small captured piece, a 24-pounder, too light to be of any service) and had a crew of 110 men, exclusive of officers. Four of the *Hatteras* guns were 32-pounders, the same caliber as our broadside guns, but our pivot guns were heavier than hers, this being the only disparity between the two ships.

We received a few shot holes from the enemy, doing no material damage. The enemy's steamer *Brooklyn* and another steamer steamed out in pursuit of us soon after the action commenced, but missed us in the darkness of the night.

Being embarrassed with a large number of prisoners, I steamed directly for Jamaica, where I arrived on the 20th of January. Here I landed my prisoners, repaired damages, coaled ship, and on the 25th of January I proceeded to sea again. On the 28th of January I touched at the city of San Domingo, in the island of the same name, and landed the crews of two of the enemy's ships which I had burned. I sailed again on the next day, and made my way to the equator, thence to the island of Fernando de Noronha, and thence to this place, where I

arrived yesterday, burning, bonding, and destroying the enemy's ships, as per list enclosed. The total value of vessels thus disposed of to date is \$3,100,000. The total number of prisoners paroled to date is 795.

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

R. SEMMES,
Commander.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure.]

List of vessels captured, burned, and bonded from 25th of January to 10th of May, 1863.

Bark Golden Rule, burned.	Whaling schooner Kingfisher, burned.
Brig Chastelain, burned.	Ship Nora, burned.
Schooner Palmetto, burned.	Ship Chas. Hill, burned.
Bark Olive Jane, burned.	Ship Louise Hatch, burned.
Ship Golden Eagle, burned.	Whaling bark Lafayette, burned.
Ship Washington, bonded.	Whaling brig Kate Cory, burned.
Ship Bethiah Thayer, bonded.	Whaling bark Nye, burned.
Ship John A. Parks, burned.	Ship Doreas Prince, burned.
Ship Punjaub, bonded.	Ship Sea Lark, burned.
Ship Morning Star, bonded.	Bark Union Jack, burned.

Total captured to date, 45.

Ransom bond of the U. S. ship *Washington*, captured by the C. S. *Alabama* February 27, 1863.

Know all men by these presents, that whereas the ship *Washington*, of New York, under my command, was this day captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, Joseph G. White, master of said ship as aforesaid, am desirous of ransoming said ship for the benefit of myself and of the owners thereof, to wit, William T. Frost, James M. Hicks, George Bell, Thomas Eggleston, Joshua Battell, Horace Wright, David L. Young, Robert L. Taylor, Pitkin Page: Now, therefore, I, Joseph G. White, master of the said ship as aforesaid, acting for myself and the above-named owners, as I am empowered to do by the laws of nations, for and in consideration of the release of said ship by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owners, to wit, William T. Frost, James M. Hicks, George Bell, Thomas Eggleston, Joshua Battell, Horace Wright, David L. Young, Robert L. Taylor, Pitkin Page, jointly and severally indebted to the President of the Confederate States of America, and his successor and successors in office, in the sum of \$50,000, which said sum of \$50,000 well and truly to pay unto the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owners, jointly and severally, and my and their heirs, executors, administrators, and assigns. And I do hereby hypothecate the said ship, her tackle and apparel for the payment of this bond.

Done this the 27th day of February, in the year of our Lord 1863, at sea, on board the C. S. *Alabama*.

JOSEPH G. WHITE. [SEAL.]

Witness:

W. B. SMITH,
Commander's Clerk.

Ransom bond of the U. S. ship *Bethiah Thayer*, captured by C. S. S. *Alabama* March 1, 1863.

Know all men by these presents, that whereas the ship *Bethiah Thayer*, of Rockland, Me., under my command, was this day captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, Thomas M. Cartney, master of said ship as aforesaid, am desirous of ransoming said ship, together with her freight moneys for the present voyage, for the benefit of myself and of the owners thereof, to wit, William McLoon and Horace Williams: Now, therefore, I, Thomas M. Cartney, master of the said ship as aforesaid, acting for myself and for the above-named owners, as I am empowered to do by the laws of nations, for and in consideration of the release of said ship by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owners, to wit, William McLoon and Horace Williams, jointly and severally indebted to the President of the Confederate States of America, and his successor and successors in office, in the sum of \$40,000, which said sum of \$40,000 well and truly to pay unto the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owners, jointly and severally, and my and their heirs, administrators, executors, and assigns. And I do hereby hypothecate the said ship *Bethiah Thayer*, of Rockland, Me., together with her tackle and apparel, for the payment of this bond.

Done this the 1st of March, in the year of our Lord 1863, at sea, on board the C. S. S. *Alabama*.

THOMAS MITCHELL CARTNEY. [SEAL.]

Witness:

W. B. SMITH,
Commander's Clerk.

Ransom bond of the U. S. ship *Punjaub*, captured by the C. S. S. *Alabama* March 15, 1863.

Know all men by these presents, that whereas the ship *Punjaub*, of Boston, Mass., under my command, was this day captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, Lewis F. Miller, master of said ship as aforesaid, am desirous of ransoming said ship, together with her freight moneys on this voyage, for the benefit of myself and of the owners thereof, to wit, Nathaniel H. Emmons, jr., Thomas B. Wales, Nathaniel H. Emmons, and Thomas B. Wales, jr., copartners; Frederick H. Bradley and Frederick W. Bradley, J. Bowdoin Bradley, Thomas B. Wales, Elizabeth W. Emmons, and David Crocker: Now, therefore, I, Lewis F. Miller, master of the said ship as aforesaid, acting for myself and for the above-named owners, as I am empowered to do by the laws of nations, for and in consideration of the release of said ship by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owners, to wit, Nathaniel H. Emmons, jr., Thomas B. Wales, Nathaniel H. Emmons, and Thomas B. Wales, jr., copartners; Frederick H. Bradley and Frederick W. Bradley, J. Bowdoin Bradley, Thomas B. Wales, Elizabeth W. Emmons, and David Crocker, jointly and severally indebted to the President of the Confederate States of America, and his successor and successors in office, in the sum of \$50,000, which said sum of \$50,000 well and truly to pay unto

the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owners, jointly and severally, and my and their heirs, administrators, executors, and assigns. And I do hereby hypothecate the said ship, her tackle and apparel, for the payment of this bond.

Done this 15th day of March, in the year of our Lord 1863, on board the C. S. S. *Alabama*, at sea.

LEWIS F. MILLER. [SEAL.]

Witness:

W. B. SMITH,
Commander's Clerk.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. *Alabama*, to the governor of Bahia, Brazil, denying published statements that violations of neutrality had been committed by that vessel.

A.

C. S. S. ALABAMA,
Bahia, May 12, 1863.

SIR: I have had the honor to receive the verbal communication made to me by your messenger this morning, and the copy of the *Diario de Bahia*, containing some comments upon the proceedings of this ship at the island of Fernando de Noronha, and I hasten to assure your Excellency that there is no truth whatever in the statement that the neutrality of Brazil has been violated by the *Alabama*. There are two allegations made against me in the newspaper to which I have referred. The first is that I have made Fernando de Noronha a station from which to carry on warlike operations against the enemy, and the second is that I captured and burned ships within the jurisdiction of the island. Neither of these allegations is true. I did not make a station of Fernando de Noronha, but went into the roadstead of that island to refresh my crew, refit my ship, etc., and while I was lying at anchor for this purpose, two ships of the enemy having appeared in the offing, I got underway, went outside of the marine league from the island, and captured them. One of them I burned, and the other I brought into the roadstead with the prisoners of the burned ship on board with the view of asking the governor's permission to land them on the island. This permission was given me, and the prize, together with another ship of the enemy, which I had taken into the [roadstead] on the first day of my arrival, also with prisoners on board, were sent out to sea, to a distance of at least 5 miles, and burned. It will thus appear to your Excellency that the most scrupulous care was paid by me to the neutrality of Brazil during my stay at Fernando de Noronha; that I neither made it a station for the purpose of carrying on the war against the enemy (having gone in, as I have already stated, for a different purpose and one entirely compatible with the neutrality of Brazil) nor captured nor burned any vessel within the jurisdiction of Fernando de Noronha. The most friendly relations existed between the governor and myself during my stay at the island, and both he and his officers expressed themselves satisfied with the care I had taken to avoid any infringement whatever of the neutral rights of Brazil, a nation between which and ourselves there are too many interests in common to render it supposable that I should treat her with other than the most scrupulous respect.

I have come into the port of Bahia with eighty-four more prisoners on board and in quest of coal and supplies, and I take it for granted that the same hospitality will be extended to me that Brazil daily practices toward the cruisers of the enemy; nothing more.

I enclose for your perusal a letter* from the governor of the island of Fernando de Noronha of the 17th of April last, giving me permission to land my prisoners, and from which your Excellency will perceive that no complaint of any kind was made to me by that officer. This letter was dated after the occurrence of the events related in the *Diario de Bahia*. Be pleased to return me this letter when you shall have perused it.

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

R. SEMMES,
Commander.

His Excellency the GOVERNOR OF BAHIA.

Letter from Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, to Lieutenant Low, C. S. Navy, assigning him to the command of the C. S. bark Tuscaloosa.

//

B.

C. S. S. ALABAMA,
At Sea, June 21, 1863.

SIR: You are hereby assigned to the command of the C. S. bark *Tuscaloosa*, late the U. S. bark *Conrad*, captured by this ship as prize of war on the 20th day of June, 1863, and this day armed and commissioned by me as a tender to the C. S. S. *Alabama*, under my command.

I will send you on board from this ship a suitable complement of officers and men, and you will proceed on board immediately, assume command, and prepare your ship for a cruise.

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

R. SEMMES,
Captain, C. S. Navy, and Senior Officer in the South Atlantic.

JOHN LOW,
Acting Second Lieutenant, Commandant.

Letter from Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, to Lieutenant Low, C. S. Navy, commanding C. S. bark Tuscaloosa, giving instructions regarding the cruise of that vessel.

C.

C. S. S. ALABAMA,
At Sea, June 21, 1863.

SIR: With the C. S. bark *Tuscaloosa*, a tender to this ship, under your command, you will proceed on a cruise against the commerce of the United States, with which States the Confederate States are at war. As most of the ports of the Confederate States are blockaded by the enemy, and as the maritime powers of the world have prohibited both belligerents from taking prizes into their ports, it will not be in your power for the present to send your prizes in for adjudication. This state of things is much to be regretted, but it can not be per-

* Not found.

mitted, of course, to interfere with your right of capture. You will therefore destroy all the enemy's ships which fall into your power, discriminating, however, between such as have enemy's goods and such as have bona fide neutral goods on board. In the latter cases you will put the ships under ransom bonds and permit them to depart with their neutral cargoes, unless, indeed, the latter be contraband of war, in which case you may destroy both ship and cargo.

You will pay every respect to a neutral flag wherever you may find it; and in heaving a ship to bearing this flag, for the purpose of verifying her national character, you will cause her as little delay or molestation as possible.

The harbor of St. Catharine's [Santa Catharina], on the coast of Brazil, will be your first port of rendezvous. You will make the best of your way to that port and wait a reasonable time for my arrival, say one week. Should I not arrive within that time, you will proceed to Saldanha Bay, to the northward of the Cape of Good Hope, and there await me.

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

R. SEMMES,
Captain, C. S. Navy.

JOHN LOW,
Acting Second Lieutenant, Commandant.

Letter from Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, to the governor of the Cape of Good Hope, announcing his arrival in Saldanha Bay.

C. S. S. ALABAMA,
Saldanha Bay, August 1, 1863.

SIR: An opportunity is offered me by the coasting schooner *Atlas* to communicate with the cape, of which I promptly avail myself.

I have the honor to inform your Excellency that I arrived in this bay on Wednesday morning last, for the purpose of effecting some necessary repairs. As soon as these repairs can be completed I will proceed to sea, and in the meantime your Excellency may rest assured that I will pay the strictest attention to the neutrality of your Government.

I have, etc.,

R. SEMMES.

Governor Sir P. [E.] WODEHOUSE.

Report of Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, of the cruise of that vessel from Bahia, Brazil, to the Cape of Good Hope, May 12 to August 5, 1863.

C. S. S. ALABAMA,
Table Bay, Cape of Good Hope, August 5, 1863.

SIR: I had the honor to address the Department last on the 12th of May, from Bahia, Brazil. I gave you in my dispatch of that date a résumé of my proceedings since leaving the Arcas Islands, on the 5th of January last.

Soon after anchoring in Bahia I was communicated with by the governor in relation to my proceedings at Fernando de Noronha, and addressed to him in reply a communication,* of which a copy is enclosed,

* See p. 687.

marked A. The governor seemed to be satisfied with these explanations, and I was permitted to remain some ten days, during which time I refitted, provisioned, and coaled my ship. I had expected to meet here my own coal ship, dispatched from England, but she failed to arrive, and, as I could not await her longer, I appointed her by letter to meet me at Saldanha Bay as speedily as possible. The O. S. S. *Georgia*, Lieutenant Commandant Maury, came into Bahia while I lay there and coaled also. On the 21st of May I put to sea. The *Georgia* was to follow me in twenty-four or thirty-six hours. I exercised no authority over Captain Maury, but left him free to prosecute his cruise according to his own judgment.

I arrived at this place on the 5th instant, having touched at Saldanha Bay, and awaited there in vain six days for my coal ship. This ship is now out five months, and I begin to fear either that some accident has happened to her or that the master has played false. I will look into Saldanha Bay again, however, in the course of a couple of weeks. On my passage hither from Bahia I captured the following American ships, viz, *Gildersleeve*, *Justina*, *Jabez Snow*, *Amazonian*, *Talisman*, *Conrad*, *Anna F. Schmidt*, and *Empress*. These were all valuable prizes, except the *Justina*, and she being a Baltimore bark, in ballast, I ransomed her and sent in some prisoners by her. The *Conrad* being fast and well adapted for a cruiser, I fitted her out and commissioned her as a tender to this ship, this being the only form in which I could legally, as I apprehend, put her in commission. I placed Acting Lieutenant Low in command of her, and gave him a complement of fifteen officers and men. I put on board of her two brass rifled 12's, which I had captured on board the *Talisman*, rifles, pistols, and ammunition, and provisioned her for three months and directed Lieutenant Low to cruise in the direction of the Cape of Good Hope, and rendezvous at the end of his cruise at Saldanha Bay. He had not reached this bay when I left. The enclosed papers,* marked B and C, are copies of Lieutenant Low's orders and instructions. The new cruiser I have called the *Tuscaloosa*. The total number of ships captured to date is fifty-five, and I estimate the damage done to the enemy at upward of \$4,000,000, to say nothing of the indirect results of my cruise in the way of the loss of freight, high war insurance, and the numerous sales of enemy's ships at a sacrifice to put them under neutral flags.

On my way from Saldanha Bay hither I fell in with the *Tuscaloosa*, which reported to me her having captured and bonded on the 31st of July the American ship *Santee*, from Akyab to Falmouth, estimated to be worth \$150,000, in which sum the bond was taken. At the entrance of Table Bay, some 5 or 6 miles distant from the land, I captured the American bark *Sea Bride*, put a prize crew on board of her, and sent her into the offing to await my further orders. I shall probably run out to-morrow and dispose of her. We have been received here in the most enthusiastic manner, the whole population turning out to do us honor, and thronging the ship with visitors for the space of two days. Needing some repairs which I can not very well effect here, I shall proceed to Simon's Bay for the purpose.

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

R. SEMMES,
Captain.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

* See p. 688.

Ransom bond of the U. S. bark *Justina*, captured by the C. S. S. *Alabama* May 25, 1863.

Know all men by these presents, that whereas the bark *Justina*, of Baltimore, Md., under my command, was this day captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, Charles Miller, acting master of said bark as aforesaid, am desirous of ransoming said bark for the benefit of myself and of the owner thereof, to wit, John M. Bandle, of Baltimore, Md.: Now, therefore, I, Charles Miller, acting master of said bark as aforesaid, acting for myself and for the above-named owner, as I am empowered to do by the laws of nations, for and in consideration of the release of said bark by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owner, to wit, John M. Bandle, of Baltimore, Md., jointly and severally indebted to the President of the Confederate States of America, and his successor and successors in office, in the sum of \$7,000, which said sum of \$7,000 well and truly to pay unto the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owner, jointly and severally and my and his heirs, executors, administrators, and assigns. And I do hereby hypothecate the said bark *Justina*, her tackle and apparel, for the payment of this bond.

Done at sea, on board the C. S. S. *Alabama*, on this the 25th day of May, in the year of our Lord 1863.

[SEAL.]

CHARLES MILLER,
Acting Master.

Witness:

W. B. SMITH,
Commander's Clerk.

Ransom bond of the U. S. ship *Santee*, captured by the C. S. bark *Tuscaloosa* July 31, 1863.

Know all men by these presents, that whereas the ship *Santee*, of Portsmouth, United States of America, under my command, was this day captured on the high seas as a prize of war by the C. S. bark of war *Tuscaloosa*, John Low commanding; and whereas I, William Parker, master of said ship as aforesaid, am desirous of ransoming said ship, together with her freight moneys for the present voyage, for the benefit of myself and the owners thereof, to wit, Jonathan M. Frederick & Son: Now, therefore, I, William Parker, master of said ship as aforesaid, acting for myself and for the above-named owners, as I am empowered to do by the laws of nations, for and in consideration of the release of said ship by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owners, Jonathan M. Frederick & Son, jointly and severally indebted to the President of the Confederate States of America, and his successor and successors in office, in the sum of \$150,000, well and truly to pay unto the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owners, to wit, Jonathan M. Frederick & Son, jointly, severally, and my and their heirs, executors, administrators, and assigns. And I hereby hypothecate the said ship *Santee*, of Portsmouth, together with her tackle and apparel, for the payment of this bond.

Done at sea, on board the U. S. bark *Tuscaloosa*, on this the 31st day of July, in the year of our Lord 1863.

[SEAL.]

WILLIAM PARKER,
Master of Ship Santee.

Witness:

WILLIAM H. SINCLAIR,
Master, C. S. Navy.

Deposition of the master of the U. S. ship *Santee*, captured by the C. S. bark *Tuscaloosa* July 31, 1863.

Question. Have you any objections to being sworn?

Answer. None.

Question. What is the name of your vessel?

Answer. *Santee*.

Question. What is your own name?

Answer. William Parker.

Question. Where are you from, and where bound to?

Answer. To Falmouth, for orders from Akyab.

Question. What are you loaded with?

Answer. Rice, entirely.

Question. Who are the shippers of your cargo?

Answer. Halliday, Fox & Co.

Question. Who are the owners of your cargo, of your own personal knowledge?

Answer. Halliday, Fox & Co.

Question. Is the house of Halliday, Fox & Co. in any way connected with any firm in the United States of America?

Answer. Not at all; entirely distinct.

WILLIAM PARKER,
Master of Ship Santee.

Witness:

WILLIAM H. SINCLAIR.

Done at sea, on board C. S. bark *Tuscaloosa*, 31st July, 1863.

Letter from Captain Semmes, C. S. Navy, commanding C. S. S. *Alabama*, to the governor of the Cape of Good Hope, announcing his arrival in Table Bay.

[C. S. S.] ALABAMA,
Table Bay, August 5, 1863.

SIR: I have the honor to inform your Excellency of my arrival in this bay in the C. S. S. *Alabama*, under my command. I have come in for supplies and repairs, and in the meantime I respectfully ask leave to land in Cape Town thirty-three prisoners, lately captured by me on board two of the enemy's ships destroyed at sea. The U. S. consul will doubtless be glad to extend such hospitality and assistance to his distressed countrymen as is required of him by law.

I have, etc.,

R. SEMMES.

Sir P. [E.] WOODHOUSE.

Letter from the governor of the Cape of Good Hope to Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, regarding privileges desired by the latter in that port.

GOVERNMENT HOUSE,
Cape Town, August 5, 1863.

SIR: I have the honor to acknowledge the receipt of your letter announcing your arrival in this port, and to state that I have no objection to offer to your landing the prisoners now detained in your ship.

I have further to beg that you will be good enough to state the nature and extent of the supplies and repairs you require, that I may be enabled to form some estimate of the time for which it will be necessary for you to remain in this port.

I have, etc.,

P. E. WODEHOUSE.

Captain SEMMES, C. S. Navy.

Letter from Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, to the governor of the Cape of Good Hope, regarding supplies and repairs for that vessel.

[C. S. S.] ALABAMA,
Table Bay, August 5, 1863.

SIR: I have had the honor to receive your letter of this day's date, giving me permission to land my prisoners and requesting me to state the nature of the supplies and repairs which I may require. In the way of supplies I shall need some provisions for my crew, a list of which will be handed you to-morrow by the paymaster, and, as for repairs, my boilers need some ironwork to be done and my bends require calking, being quite open. I propose to take on board the necessary materials here, and to proceed with all dispatch to Simon's Bay for the purpose of making these repairs.

I have, etc.,

R. SEMMES.

Sir P. [E.] WODEHOUSE.

Letter from the colonial secretary at Cape Town, Cape of Good Hope, to Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, seeking explanation regarding alleged violation of neutrality.

COLONIAL OFFICE,
Cape Town, August 6, 1863.

SIR: I am directed by the governor of this colony to acquaint you that he has received from the consul for the United States at this port a representation in which he sets forth that an American bark was yesterday captured by the ship which you command in British waters, in violation of the neutrality of the British Government, and claims from him redress for the alleged outrage.

His Excellency will be glad, therefore, to receive from you any explanation you may wish to give as to the circumstances in which the capture was effected.

I have, etc.,

L. ADAMSON,
For Colonial Secretary.

Captain SEMMES, C. S. Navy.

Letter from Captain Semmes, U. S. Navy, commanding U. S. S. Alabama, to the colonial secretary at Cape Town, Cape of Good Hope, regarding alleged illegal seizure by that vessel of an American bark.

C. S. S. ALABAMA,
Cape Town, August 6, 1863.

SIR: I have had the honor to receive your communication of this day's date, informing me that the U. S. consul at this port had presented to his Excellency the governor a representation in which he sets forth that an American bark was yesterday captured by this ship, under my command, in British waters in violation of the neutrality of the British Government, and requesting me to make to his Excellency such representation as I may have to offer on this subject.

In reply, I have the honor to state that it is not true that the bark referred to was captured in British waters and in violation of British neutrality, she having been captured outside all headlands, and the distance from the nearest land of between 5 and 6 miles. As I approached this vessel I called the particular attention of my officers to the question of distance, and they all agree that the capture was made from 2 to 3 miles outside of the marine league.

I have, etc.,

R. SEMMES.

Mr. ADAMSON.

Letter from the governor of the Cape of Good Hope to the Duke of Newcastle, relating to occurrences in connection with the visit of the U. S. S. Alabama to those waters.

[Extract.]

GOVERNMENT HOUSE,
Cape Town, August 19, 1863.

I beg to take this opportunity of making your Grace acquainted with what has occurred here in connection with the visit of the U. S. S. *Alabama*.

On Tuesday, the 4th instant, I received a letter from the commander of that vessel, dated the 1st of August, at Saldanha Bay, announcing his having entered that bay with a view of effecting certain repairs, and stating that he would put to sea as soon as they were completed, and would strictly respect our neutrality. When this intelligence was received, the U. S. consul called on me to seize her, or at any rate to send her away instantly, but as the vessel which brought the news reported that the *Alabama* was coming immediately to Table Bay I replied that I could not seize her, but would take care to enforce the observance of the neutrality regulations.

On the next day, about noon, it was reported from the signal station that the *Alabama* was steering for Table Bay from the north, and that a Federal bark was coming in from the westward, and soon after that the latter had been captured and put about. A little after 2 p. m. the U. S. consul called to state that he had seen the capture effected within British waters, when I told him he must make his statement in writing and an investigation should be made. I also, by telegram, immediately requested the naval commander in chief to send a ship of war from Simon's Bay. The *Alabama*, leaving her prize outside, anchored in the bay at 3.30 p. m., when Captain Semmes wrote to me that he wanted supplies and repairs, as well as permission to land thirty-three prisoners. After communicating with the U. S. consul I authorized the latter, and called upon him to state the nature and extent of his wants, that

I might be enabled to judge of the time he ought to remain in the port. The same afternoon he promised to send the next morning a list of the stores needed, and announced his intention of proceeding with all dispatch to Simon's Bay to effect his repairs there. The next morning (August 6) the paymaster called on me with the merchant who was to furnish the supplies, and I granted him leave to stay till noon of the 7th.

On the night of the 5th her Majesty's ship *Valorous* had come round from Simon's Bay. During the night of the 6th the weather became unfavorable; a vessel was wrecked in the bay, and a heavy sea prevented the *Alabama* from receiving her supplies by the time arranged. On the morning of the 8th Captain Forsyth, of the *Valorous*, and the port captain, by my desire, pressed on Captain Semmes the necessity for his leaving the port without any unnecessary delay, when he pleaded the continued heavy sea and the absence of his cooking apparatus, which had been sent on shore for repairs and had not been returned by the tradesman at the time appointed, and intimated his own anxiety to get away. Between 6 and 7 a. m. on Sunday, the 9th, he sailed, and on his way round to Simon's Bay captured another vessel, but, on finding that she was in neutral waters, immediately released her.

In the meantime the U. S. consul had, on the 5th August, addressed to me a written statement that the Federal bark *Sea Bride* had been taken "about 4 miles from the nearest land, and [was] already in British waters," on which I promised immediate enquiry. The next day the consul repeated his protest, supporting it by an affidavit of the master of the prize, which he held, to show that she had been taken about 2½ miles from the land; and the agent for the United States underwriters, on the same day, made a similar protest. On the 7th the consul represented that the prize had on the previous day been brought within 1½ miles of the light-house, which he considered as much a violation of the neutrality as if she had been there captured, and asked me to have the prize crew taken out and replaced by one from the *Valorous*, which I declined.

I had, during this period, been seeking for authentic information as to the real circumstances of the capture, more particularly with reference to the actual distance from the shore, and obtained, through the acting attorney-general, statements from the keeper of the Green Point light-house (this was supported by the collector of customs), from the signalman at the station on the Lion's Rump, and from an experienced boatman who was passing between the shore and the vessels at the time. Captain Forsyth, of the *Valorous*, also made enquiries of the captain of the *Alabama* and of the port captain, and made known the result to me. And upon all these statements I came to the conclusion that the vessels were not less than 4 miles distant from land; and on the 8th I communicated to the U. S. consul that the capture could not, in my opinion, be held to be illegal by reason of the place at which it was effected.

In his reply of the 10th the consul endeavored to show how indefensible my decision must be if, in these days of improved artillery, I rested it on the fact of the vessel's having been only 3 miles from land. This passage is, I think, of considerable importance as involving an indirect admission that they were not within 3 miles at the time of the capture. And I hope your Grace will concur in my view that it was not my duty to go beyond what I found to be the distance clearly established by past decisions under international law.

An important question has arisen in connection with the *Alabama* on which it is very desirable that I should, as soon as practicable, be made

acquainted with the views of her Majesty's Government. Captain Semmes had mentioned after his arrival in port that he had left outside one of his prizes previously taken, the *Tuscaloosa*, which he had equipped and fitted as a tender, and had ordered to meet him in Simon's Bay, as she also stood in need of supplies. When this became known to the naval commander in chief he requested me to furnish him with a legal opinion, and whether this vessel could be held to be a ship of war before she had been formally condemned in a prize court, or whether she must not be held to be still a prize, and as such prohibited from entering our ports. The acting attorney-general, founding his opinion on Earl Russell's dispatch to your Grace of the 31st of January, 1862, and on Wheaton's International Law, stated, in substance, that it was open to Captain Semmes to convert this vessel into a ship of war, and that she ought to be admitted into our ports on that footing.

On the 8th of August the vessel entered Simon's Bay, and the admiral wrote that she had two small rifled guns, with a crew of ten men, and that her cargo of wool was still on board. He was still doubtful of the propriety of admitting her.

On the 10th August, after further consultation with the acting attorney-general, I informed Sir Baldwin Walker that if the guns had been put on board by the *Alabama*, or if she had a commission of war, or if she were commanded by an officer of the Confederate Navy, there must be held to be a sufficient setting forth as a vessel of war to justify her admission into port in that character.

The admiral replied in the affirmative on the first and last points, and she was admitted.

The *Tuscaloosa* sailed from Simon's Bay on the morning of the 14th instant, but was becalmed in the vicinity until the following day, when she sailed about noon. The *Alabama* left before noon on the 15th instant. Neither of these vessels was allowed to remain in port longer than was really necessary for the completion of their repairs.

On the 16th, at noon, the *Georgia*, another Confederate war steamer, arrived at Simon's Bay in need of repairs, and is still there.

Before closing this dispatch I wish particularly to request instructions on a point touched on in the letter from the U. S. consul of the 17th instant, viz, the steps which should be taken here in the event of the cargo of any vessel captured by one of the belligerents being taken out of the prize at sea and brought into one of our ports in a British or other neutral vessel.

Both belligerents are strictly interdicted from bringing their prizes into British ports by Earl Russell's letter to the lords of the admiralty of the 1st of June, 1861, and I conceive that a colonial government would be justified in enforcing compliance with that order by any means at its command, and by the exercise of force, if it should be required. But that letter refers only to "prizes"—that is I conceive, to the ships themselves—and makes no mention of the cargoes they may contain. Practically the prohibition has been taken to extend to the cargoes, and I gathered from a conversation with Captain Semmes on the subject of our neutrality regulations that he considered himself debarred from disposing of them, and was thus driven to the destruction of all that he took. But I confess that I am unable to discover by what legal means I could prevent the introduction into our ports of captured property purchased at sea and tendered for entry at the custom-house in the usual form from a neutral ship. I have consulted the acting attorney-general on the subject, and he is not prepared to state that the customs authorities would be justified in making a seiz-

ure under such circumstances, and, therefore, as there is great probability of clandestine attempts being made to introduce cargoes of this description, I shall be glad to be favored with the earliest practicable intimation of the views of her Majesty's Government on the subject.

I have, etc.,

[P. E. WODEHOUSE.]

[His Grace the DUKE OF NEWCASTLE.]

Letter from Rear-Admiral Walker, R. N., to the secretary of the British admiralty, relating to occurrences in connection with the presence of the C. S. S. *Alabama* and other Confederate vessels at the Cape of Good Hope.

[H. B. M. S.] NARCISSUS,
Simon's Bay, August 19, 1863.

SIR: I beg you will be pleased to acquaint my lords commissioners of the admiralty with the following particulars relative to the proceedings of the C. S. ships of war *Alabama*, her reported tender, *Tuscaloosa*, and the *Georgia*, which have recently arrived at the Cape of Good Hope.

2. On the 28th of July an English schooner arrived in Table Bay and reported that on the previous day she had been boarded by the C. S. S. *Alabama* 15 miles northwest of Green Point [Africa]. After some enquiries the *Alabama* left her, steering southeast.

3. Upon the receipt of this intelligence I ordered Captain [C. C.] Forsyth, of the *Valorous*, to hold himself in readiness to proceed to any of the ports in this colony where the *Alabama* might anchor, in order to preserve the rules of strict neutrality.

4. By a letter addressed to the governor of this colony by Captain Semmes, copy of which was telegraphed to me on the 4th instant, it appears that the *Alabama* had proceeded to Saldanha Bay for a few days, anchoring there on the 29th of July.

5. On the 5th instant I received a private telegram to the effect that the *Alabama* was off Table Bay, when I directed the *Valorous* immediately to proceed to that anchorage; and shortly afterwards a telegram reached me from the governor stating "that the *Alabama* had captured a vessel (American) which was in sight [of] and steering for Table Bay." The *Valorous* reached that bay at 10:15 p. m., where the *Alabama* had anchored at 3 o'clock in the afternoon of the same day.

6. Captain Forsyth having informed me that the tender to the *Alabama* had been ordered by Captain Semmes to Simon's Bay for provisions, and having learned that this vessel had been captured off the coast of Brazil and not been condemned in any prize court, I had doubts as to the legality of considering her in the light of a tender, being under the impression that it was a ruse to disguise the real character of the vessel. I therefore wrote to the governor to obtain the opinion of the attorney-general of the colony upon this subject, which correspondence is enclosed.

7. On the 8th of August the tender *Tuscaloosa*, a sailing bark, arrived in Simon's Bay, and the boarding officer having reported to me that her original cargo of wool was still on board, I felt that there were grounds for doubting her real character, and again called the governor's attention to this circumstance. My letter and his reply are annexed. And I would here beg to submit to their lordships' notice that this power of a captain of a ship of war to constitute every prize he may take a "tender" appears to me to be likely to lead to abuse and evasion

of the laws of strict neutrality, by being used as a means for bringing prizes into neutral ports for disposal of their cargoes, and secret arrangements, which arrangements, it must be seen, could afterwards be easily carried out at isolated places.

8. The *Alabama*, after lying three days in Table Bay, came to this anchorage to calk and refit. She arrived here on the 9th and sailed again on the 15th instant. Captain Semmes was guarded in his conduct, and expressed himself as most anxious not to violate the neutrality of these waters.

9. I should observe that, from the enclosed copy of a letter from Captain Forsyth to the governor, it would appear that the vessel *Sea Bride*, taken by the *Alabama* off Table Bay, was beyond the jurisdiction of neutral territory.

10. During his passage to this port Captain Semmes chased another American vessel, the *Martha Wenzell*, standing in for Table Bay. On my pointing out to him that he had done so in neutral waters, he assured me that it was quite unintentional, and, being at a distance from the land, he did not observe that he had got within 3 miles of an imaginary line drawn from the Cape of Good Hope to Cape Hanglip, but on discovering it he did not detain the vessel. This explanation I considered sufficient.

11. The tender *Tuscaloosa*, having been detained by a strong southeaster, got underway for the purpose of going to sea on the 14th instant, but anchored again a little distance from the Roman Rocks light-house in consequence of thick fog prevailing.

12. The *Alabama* did not take in any coal, either here or at Table Bay, but after being calked she proceeded to sea on the 15th instant, followed by the *Tuscaloosa*. Their destinations are unknown.

13. On the 16th instant the C. S. S. *Georgia*, Commander Maury, anchored in this bay. She requires coal, provisions, and calking. This vessel did not meet the *Alabama* outside.

14. The *Florida*, another Confederate States steamer, is reported to be off this coast, probably cruising to intercept the homeward-bound American ships from China; indeed, it is with that object these ships are on this part of the station.

15. I have learned since the departure of the *Alabama* and her so-called tender that overtures were made by some parties in Cape Town to purchase the cargo of wool, but, being unsatisfactory, they were not accepted. It is reported to be Captain Semmes's intention to destroy the *Tuscaloosa* at sea.

16. The *Alabama* is a steamer of about 900 tons, with 8 guns and 150 men. The *Georgia* is an iron steamer of about 700 tons, with 5 guns and 110 men. The *Tuscaloosa* is a sailing bark of 500 tons, having 2 small guns and 10 men.

I have, etc.,

B. W. WALKER,
Rear-Admiral, R. N.

The SECRETARY OF THE BRITISH ADMIRALTY.

[Enclosures.]

[H. B. M. S.] VALOROUS,
Table Bay, August 6, 1863.

SIR: I have the honor to report my arrival here at 10:15 p. m. last evening, and found the C. S. S. *Alabama* had anchored at 3 p. m. previously.

This morning I put myself in communication with the commander of that vessel, and he informs me he intends leaving this anchorage at daylight to-morrow, or as soon as he has provisioned, and he proceeds to Simon's Bay for repairs. He also informed me he had a tender, which he left cruising outside, and had ordered her to Simon's Bay, there to procure provisions.

On my visiting his Excellency the governor he requested I would remain here a few days, provided you had no objection, in case of the arrival of the Confederate vessel *Florida*, which is expected.

I have, etc.,

CHARLES C. FORSYTH.

Rear-Admiral Sir B. [W.] WALKER.

[H. B. M. S.] VALOROUS,
Table Bay, August 6, 1863.

SIR: In compliance with the request conveyed to me by your Excellency, I have the honor to report that I have obtained from Captain Semmes a statement of the positions of the C. S. S. *Alabama* and the American bark *Sea Bride* when the latter was captured yesterday afternoon.

Captain Semmes asserts that at the time of his capturing the *Sea Bride* Green Point light-house bore from the *Alabama* southeast, about 6 or 6½ miles.

This statement is borne out by the evidence of Captain Wilson, port captain of Table Bay, who has assured me that at the time of the *Sea Bride* being captured he was off Green Point in the port boat, and that only the top of the *Alabama's* hull was visible.

I am of opinion that, if Captain Wilson could only see that portion of the hull of the *Alabama*, she must have been about the distance from the shore which is stated by Captain Semmes, and I have therefore come to the conclusion that the *Sea Bride* was beyond the limits assigned when she was captured by the *Alabama*.

I have, etc.,

CHARLES C. FORSYTH.

Sir P. [E.] WODEHOUSE.

[H. B. M. S.] NARCISSUS,
Simon's Bay, August 7, 1863.

SIR: Captain Forsyth having informed me that the *Alabama* has a tender outside, captured by Captain Semmes on the coast of America and commissioned by one of the *Alabama's* lieutenants, and as this vessel has been ordered into Simon's Bay for provisions, may I request your Excellency will be good enough to obtain the opinion of the law officers whether this vessel ought still to be looked upon in the light of a prize, she never having been condemned in a prize court; the instructions, copy of which I enclose, strictly forbidding prizes captured by either of the contending parties in North America being admitted into our ports?

I have, etc.,

B. W. WALKER.

Governor Sir P. [E.] WODEHOUSE.

[Subenclosure.]

Extract from Wheaton's Elements of International Law, Vol. II, p. 88.

The title to property lawfully taken in war may, upon general principles, be considered as immediately divested from the original owner and transferred to the captor. This general principle is modified by the positive law of nations in its application both to personal and real property. As to personal property or movables, the title is, in general, considered as lost to the former proprietor as soon as the enemy has acquired a firm possession, which, as a general rule, is considered as taking place after the lapse of twenty-four hours. The established usage of maritime nations has excepted from the operation of this rule the case of ships and goods captured at sea, the original title to which is not generally considered as completely divested until carried *infra prasidia*, and regularly condemned in a competent court of prize.

GOVERNMENT HOUSE,
Cape Town, August 8, 1863.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter of yesterday's date and to enclose the copy of an opinion given by the acting attorney-general to the effect that the vessel to which you refer ought to be regarded as a tender and not as a prize.

I shall take care to submit this question to her Majesty's Government by the next mail, but in the meantime I conclude that your Excellency will be prepared to act on the opinion of the attorney-general in respect to any vessels which may enter these ports in the character of prizes converted into ships of war by the officers of the Navy of the Confederate States.

I have, etc.,

P. E. WODEHOUSE.

Rear-Admiral Sir B. [W.] WALKER.

[Subenclosure.]

Extracts from Wheaton's Elements of International Law.

What constitutes a setting forth as a vessel of war has been determined by the British courts of prize in cases arising under the clause in the act of Parliament, which may serve for the interpretation of our own law, as the provisions are the same in both. Thus, it has been settled that where a ship was originally armed for the slave trade, and after capture an additional number of men were put on board, but there was no commission of war and no additional arming, it was not a setting forth as a vessel of war under the act. But a commission of war is decisive if there be guns on board, and where the vessel, after the capture, has been fitted out as a privateer, it is conclusive against her, although, when captured, she is navigating as a mere merchant ship; for where the former character of a captured vessel had been obliterated by her conversion into a ship of war the legislature meant to look no further, but considered the title of the former owner forever extinguished. Where it appeared that the vessel had been engaged in a military service of the enemy, under the direction of his minister of the marine, it was held as a sufficient proof of a setting forth as a vessel of war; so where the vessel is armed and is employed in the public military service of the enemy by those who have competent authority so to employ it, although it be not regularly commissioned. But the mere employment in the enemy's military service is not sufficient; but

if there be a fair semblance of authority in the person directing the vessel to be so employed, and nothing upon the face of the proceedings to invalidate it, the court will presume that he is duly authorized; and the commander of a single ship may be presumed to be vested with this authority as commander of a squadron.

[H. B. M. S.] NARCISSUS,
Simon's Bay, August 8, 1863.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter of this day's date, covering the written opinion of the acting attorney-general of this colony as to the legality of the so-called tender to the C. S. armed ship *Alabama*, and for which I beg to express my thanks.

The vessel in question, now called the *Tuscaloosa*, arrived here this evening, and the boarding officer from my flagship obtained the following information:

That she is a bark of 500 tons, with two small rifled 12-pounder guns and ten men, and was captured by the *Alabama* on the 21st June last, off the coast of Brazil—cargo of wool still on board.

The admission of this vessel into port will, I fear, open the door for numbers of vessels captured under similar circumstances, being denominated tenders, with a view to avoid the prohibition contained in the Queen's instructions; and I would observe that the vessel *Sea Bride*, captured by the *Alabama* off Table Bay a few days since, or all other prizes, might be in like manner styled tenders, making the prohibition entirely null and void.

I apprehend that to bring a captured vessel under the denomination of a vessel of war she must be fitted for warlike purposes, and not merely have a few men and two small guns put on board her (in fact, nothing but a prize crew) in order to disguise her real character as a prize.

Now, this vessel has her original cargo of wool still on board, which can not be required for warlike purposes, and her armament and the number of her crew are quite insufficient for any services other than those of slight defense.

Viewing all the circumstances of the case, they afford room for the supposition that the vessel is styled a "tender" with the object of avoiding the prohibition against her entrance as a prize into our ports, where, if the captors wished, arrangements could be made for the disposal of her valuable cargo, the transshipment of which, your Excellency will not fail to see, might be readily effected on any part of the coast beyond the limits of this colony.

My sole object in calling your Excellency's attention to the case is to avoid any breach of strict neutrality.

I have, etc.,

B. W. WALKER.

Sir P. [E.] WODEHOUSE.

GOVERNMENT HOUSE,
Cape Town, August 10, 1863.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter of the 8th instant, on which I have consulted the acting attorney-general,

The information given respecting the actual condition of the *Tuscaloosa* is somewhat defective, but referring to the extract from Wheaton, transmitted in my last letter, the attorney-general is of opinion that if the vessel received the two guns from the *Alabama* or other Confederate vessel of war, or if the person in command of her has a commission of war, or if she be commanded by an officer of the Confederate Navy—in any of these cases there will be a sufficient setting forth as a vessel of war to justify her being held to be a ship of war. If all of these points be decided in the negative, she must be held to be only a prize and ordered to leave forthwith.

I have, etc.,

P. E. WODEHOUSE.

Rear-Admiral Sir B. [W.] WALKER.

[H. B. M. S.] NARCISSUS,
Simon's Bay, August 11, 1863.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter, dated yesterday, respecting the Confederate bark *Tuscaloosa*, now in this bay.

As there are two guns on board and an officer of the *Alabama* in charge of her, the vessel appears to come within the meaning of the cases cited in your above-mentioned communication.

I have, etc.,

B. W. WALKER.

Sir P. [E.] WODEHOUSE.

Letter from Rear-Admiral Walker, R. N., to the secretary of the British admiralty, on the subject of the C. S. S. *Alabama* and her prizes.

[H. B. M. S.] NARCISSUS,
Simon's Bay, September 17, 1863.

SIR: With reference to my letters, dated respectively the 19th and 31st ultimo, relative to the C. S. ship of war *Alabama* and the prizes captured by her, I beg to enclose for their lordships' information the copy of a statement forwarded to me by the collector of customs at Cape Town, wherein it is represented that the *Tuscaloosa* and *Sea Bride* had visited Ichaboe, which is a dependency of this colony.

2. Since the receipt of the above-mentioned document the *Alabama* arrived at this anchorage (the 16th instant), and when Captain Semmes waited upon me I acquainted him of the report, requesting he would inform me if it were true. I was glad to learn from him that it was not so. He frankly explained that the prize *Sea Bride*, in the first place, had put into Saldanha Bay through stress of weather, and on being joined there by the *Tuscaloosa* both vessels proceeded to Angra Pequena, on the west coast of Africa, where he subsequently joined them in the *Alabama* and there sold the *Sea Bride* and her cargo to an English subject who resides at Cape Town. The *Tuscaloosa* had landed some wool at Angra Pequena and received ballast, but he states is still in commission as a tender. It will therefore be seen how erroneous is the accompanying report. I have no reason to doubt Captain Semmes's explanation; he seems to be fully alive to the instructions of her Majesty's Government, and appears to be most anxious not to commit any breach of neutrality.

3. The *Alabama* has returned to this port for coal, some provisions, and to repair her condensing apparatus.

4. From conversation with Captain Semmes, I find that he has been off this cape for the last five days, and as the *Vanderbilt* left this [place] on the night of the 11th instant it is surprising they did not see each other.

I have, etc.,

B. W. WALKER.

The SECRETARY OF THE ADMIRALTY.

[Enclosure.]

CUSTOM-HOUSE,

Cape Town, September 15, 1863.

(Information received September 11, 1863.)

On the 3d [23d?] August the *Sea Bride*, now hailing from Hamburg, together with the *Tuscaloosa*, sailed from Ichaboe. The *Sea Bride* having landed part of her cargo and filled up with guano, both vessels were remanned from the working party on the islands and the former crews landed.

Captain Iceton, of the *Flower of Yarrow*, piloted the *Alabama* into the lagoon, or, as it is called, Galvidea Bay, 30 to 40 miles north of Ichaboe, where she landed some cargo.

The *Isabella*, schooner, of Cape Town, took on board part of the *Sea Bride's* cargo, consisting of tobacco, flour, beef, and pork.

The *Tuscaloosa* landed her cargo at Angra Pequena, and was ballasted and refitted there.

The *Sea Bride* and *Tuscaloosa* are supposed to have sailed for Mauritius.

The above information was yesterday confirmed by the arrival of the *Gem*, from Angra Pequena.

Captain Johnson, formerly of the *Albatross*, commands the *Sea Bride* and Mr. Cloete the *Tuscaloosa*.

Letter from the Duke of Newcastle to the governor of the Cape of Good Hope, stating the views of her Majesty's Government regarding the C. S. S. *Alabama* and her prizes.

DOWNING STREET, November 4, 1863.

SIR: I have received your dispatch of the 19th August last, submitting for my consideration various questions arising out of the proceedings at the Cape of Good Hope of the Confederate vessels *Georgia*, *Alabama*, and her reputed tender, the *Tuscaloosa*.

I will now proceed to convey to you the views of her Majesty's Government on these questions.

The capture of the *Sea Bride* by the *Alabama* is stated to have been effected beyond the distance of 3 miles from the shore, which distance must be accepted as the limit of territorial jurisdiction according to the present rule of international law upon that subject. It appears, however, that the prize, very soon after her capture, was brought within the distance of 2 miles from the shore, and, as this is contrary to her Majesty's orders, it might have afforded just grounds (if the apology of Captain Semmes for this improper act, which he ascribed to inadvertence, had not been accepted by you) for the interference of the colonial authorities upon the principles which I am about to explain.

With respect to the *Alabama* herself, it is clear that neither you nor any other authority at the cape could exercise any jurisdiction over

her, and that, whatever may have been her previous history, you were bound to treat her as a ship of war belonging to a belligerent power.

With regard to the vessel called the *Tuscaloosa*, I am advised that this vessel did not lose the character of a prize captured by the *Alabama* merely because she was, at the time of her being brought within British waters, armed with two small rifled guns, in charge of an officer and manned with a crew of ten men from the *Alabama*, and used as a tender to that vessel under the authority of Captain Semmes.

It would appear that the *Tuscaloosa* is a bark of 500 tons, captured by the *Alabama* off the coast of Brazil on the 21st of June last, and brought into Simon's Bay on or before the 7th of August, with her original cargo of wool (itself, as well as the vessel, prize) still on board, and with nothing to give her a warlike character (so far as is stated in the papers before me) except the circumstances already noticed.

Whether, in the case of a vessel duly commissioned as a ship of war, after being made prize by a belligerent government without being first brought *infra presidia* or condemned by a court of prize, the character of prize, within the meaning of her Majesty's orders, would or would not be merged in that of a national ship of war, I am not called upon to explain. It is enough to say that the citation from Mr. Wheaton's book by your attorney-general does not appear to me to have any direct bearing upon the question.

Connected with this subject is the question as to the cargoes of captured vessels, which is alluded to at the end of your dispatch. On this point I have to instruct you that her Majesty's orders apply as much to prize cargoes of every kind which may be brought by any armed ships or privateers of either belligerent into British waters as to the captured vessels themselves. They do not, however, apply to any articles which may have formed part of any such cargoes, if brought within British jurisdiction, not by armed ships or privateers of either belligerent, but by other persons who may have acquired or may claim property in them by reason of any dealings with the captors.

I think it right to observe that the third reason alleged by the attorney-general for his opinion assumes (though the fact had not been made the subject of any enquiry) that, "no means existed for determining whether the ship had or had not been judicially condemned in a court of competent jurisdiction," and the proposition that, "admitting her to have been captured by a ship of war of the Confederate States, she was entitled to refer her Majesty's Government, in case of any dispute, to the court of her States in order to satisfy it as to her real character." This assumption, however, is not consistent with her Majesty's undoubted right to determine within her own territory whether her own orders, made in vindication of her own neutrality, have been violated or not.

The question remains: What course ought to have been taken by the authorities of the cape?

First. In order to ascertain whether this vessel was, as alleged by the U. S. consul, an uncondemned prize, brought within British waters in violation of her Majesty's neutrality; and

Secondly. What ought to have been done if such had appeared to be really the fact.

I think that the allegations of the U. S. consul ought to have been brought to the knowledge of Captain Semmes while the *Tuscaloosa* was still within British waters, and that he should have been requested to state whether he did or did not admit the facts to be as alleged. He should also have been called upon (unless the facts were admitted) to produce the *Tuscaloosa's* papers. If the result of these enquiries had

been to prove that the vessel was really an uncondemned prize, brought into British waters in violation of her Majesty's orders made for the purpose of maintaining her neutrality, I consider that the mode of proceeding in such circumstances, most consistent with her Majesty's dignity and most proper for the vindication of her territorial rights, would have been to prohibit the exercise of any further control over the *Tuscaloosa* by the captors, and to retain that vessel under her Majesty's control and jurisdiction until properly reclaimed by her original owners.

I have, etc.,

NEWCASTLE.

Sir P. [E.] WODEHOUSE.

Letter from the governor of the Cape of Good Hope to the Duke of Newcastle, regarding legal questions involved in the matter of C. S. S. *Alabama* and her prizes.

GOVERNMENT HOUSE,
Cape Town, December 19, 1863.

MY LORD DUKE: I have had the honor to receive your Grace's dispatch of the 4th ultimo, from which I regret to learn that the course taken here relative to the Confederate war steamer *Alabama* and her prize has not in some respects given satisfaction to her Majesty's Government.

I must only beg your Grace to believe that no pains were spared by the late acting attorney-general or by myself to shape our course in what we believed to be conformity with the orders of her Majesty's Government and the rules of international law, as far as we could ascertain and interpret them.

Mr. Denyssen has been so constantly engaged with professional business since the arrival of the mail that I have been prevented from discussing with him the contents of your dispatch, but I think it right, nevertheless, to take advantage of the first opportunity for representing to your Grace the state of uncertainty in which I am placed by the receipt of this communication, and for soliciting such further explanations as may prevent my again falling into error on these matters. In so doing I trust you will be prepared to make allowance for the difficulties which must arise out of this peculiar contest, in respect of which both parties stand on a footing of equality as belligerents, while only one of them is recognized as a nation.

In the first place, I infer that I have given cause for dissatisfaction in not having more actively resented the fact that the *Sea Bride*, on the day after her capture, was brought a short distance within British waters.

Your Grace demurs to my having accepted Captain Semmes's apology for this improper act, which he ascribed to inadvertence. You will pardon my noticing that the fact of the act having been done through inadvertence was established by the U. S. consul himself, one of whose witnesses stated, "The officer in command of the bark came on deck about that time, and, stamping his foot as if chagrined to find her so near the land, ordered her farther off, which was done immediately." I confess that on such evidence of such a fact I did not consider myself warranted in requiring the commander of her Majesty's ship *Valorous* to take possession of the *Alabama's* prize.

The questions involved in the treatment of the *Tuscaloosa* are far more important and more embarrassing; and first let me state, with

reference to the suggestion that Captain Semmes should have been required to admit or deny the allegations of the U. S. consul, that no such proceeding was required. There was not the slightest mystery or concealment of the circumstances under which the *Tuscaloosa* had come into and then was in the possession of the Confederates. The facts were not disputed. We were required to declare what was her actual status under those facts. We had recourse to Wheaton, the best authority on international law within our reach—an authority of the nation with whom the question had arisen; an authority which the British secretary for foreign affairs had recently been quoting in debates on American questions in the House of Lords.

Your Grace intimates that the citation from this authority by the acting attorney-general does not appear to have any direct bearing upon the question. You will assuredly believe that it is not from any want of respect for your opinion, but solely from a desire to avoid future error, that I confess my inability to understand this intimation, or, in the absence of instructions on that head, to see in what direction I am to look for the law bearing on the subject.

The paragraph cited made no distinction between a vessel with cargo and a vessel without cargo; and your Grace leaves me in ignorance whether her character would have been changed if Captain Semmes had got rid of the cargo before claiming for her admission as a ship of war. Certainly, acts had been done by him which, according to Wheaton, constituted a "setting forth as a vessel of war."

Your Grace likewise states, "Whether, in the case of a vessel duly commissioned as a ship of war, after being made prize by a belligerent government without being first brought *infra prasidia* or condemned by a court of prize, the character of prize, within the meaning of her Majesty's orders, would or would not be merged in [that of] a national ship of war, I am not called upon to explain."

I feel myself forced to ask for further advice on this point, on which it is quite possible I may be called upon to take an active part. I have already, in error, apparently, admitted a Confederate prize as a ship of war. The chief authority on international law in which it is in my power to refer is Wheaton, who apparently draws no distinction between ships of war and other ships when found in the position of prizes, and I wish your Grace to be aware that within the last few days the commander of a United States ship of war observed to me that if it were his good fortune to capture the *Alabama* he should convert her into a Federal cruiser.

I trust your Grace will see how desirable it is that I should be fully informed of the views of her Majesty's Government on these points, and that I shall be favored with a reply to this dispatch at your earliest convenience.

I have, etc.,

P. E. WODEHOUSE.

His Grace the DUKE OF NEWCASTLE.

Report of Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, of cruise and captures made by that vessel from September 19 to December 22, 1863.

C. S. S. ALABAMA,
Singapore, December 22, 1863.

SIR: I wrote to the Department last on the 19th* of September from Simon's Town, Cape of Good Hope, by way of England, enclosing my

* Dispatch of September 19 not found.

letter to Fraser, Trenholm & Co., of Liverpool, to be forwarded. Having completed coaling and provisioning my ship on the 23d of the same month, I sailed the next day for the East Indies. Having got an offing from the cape, I ran up my longitude in about the parallel of 39°, with the wind almost constantly from the northward and westward, and fresh, varied by a few calms and one or two gales. I passed the island of St. Paul on the 12th of October, and on the 22d lost the west winds in the calm belt of the southern tropic, having made a run of 4,410 miles in twenty-four and three-fourths days—a very satisfactory run for a steamer under sail alone. The rough tumbling that my ship got in this passage caused her to complain somewhat, and even to make a little more water than usual, and in one of the gales a quarter boat was swept from the davits. We saw but three sail in this passage—a hermaphrodite brig and an English ship near the Cape of Good Hope, and midway between the cape and St. Paul an English steamer. The two latter I spoke and boarded. I arrived in the vicinity of the Strait of Sunda on the 26th of October, on which day I boarded an English ship a couple of days out of the strait. I learned by this ship that the enemy's steamer *Wyoming*, accompanied by a three-masted schooner, was cruising in the strait. I remained on the outside of the strait several days, chasing and overhauling a good many vessels, but not falling in with any of the enemy until the 6th of November, when I captured and burned the bark *Amanda*, of Bangor, Me., from Manila for Queenstown, Ireland, for orders, and laden with a valuable cargo of hemp and sugar. On the 8th November I ran into the strait and anchored under Flat Point, where I remained twenty-four hours. I then got up steam and ran through the strait, seeing nothing of the enemy's steamer or the schooner reported to be in her company. Just at nightfall, and an hour or two after I had entered the Java Sea, I overhauled and captured the enemy's ship *Winged Racer*. This was a large and valuable clipper, also from Manila, and laden with hemp and sugar, and bound for New York.

I burned her, having previously anchored near North Islands for the purpose of taking from the prize such articles of provisions, etc., as I needed. I landed the prisoners of the *Amanda* and *Winged Racer* in the boats of the latter ship, at their own request, it being their intention to proceed to Batavia, the nearest civilized port. Getting underway on the morning of the 11th, I ran up in the direction of the Carimata Passage, and on the same evening I captured the clipper ship *Contest*, of New York, from Yokohama, in Japan, bound for New York. This ship gave me quite a chase, as she was very fast and there was a fine breeze blowing. It required the aid of both steam and sail to overhaul her. She had a valuable cargo of rap and teas, etc. I burned her. I had a tedious passage of several days through the Carimata Strait, under sail, my coal running short, and while anchored off the island of Souroutou [Serutu], on the 19th of November, I boarded an English bark from Singapore for London, which consented to take the prisoners of the *Contest*. I now made my way a short distance up the northwest coast of Borneo, being obliged to steam a part of the way, and after some days of baffling light airs, calms, and currents, I crossed to the island of Condore, on the coast of Cochin China, in possession of the French, and as my ship required overhauling and repairing, and my crew needed the refreshment and quiet of port, I remained here twelve days. Sailing hence on the 15th, I reached Singapore on the afternoon of the 21st, having cruised a couple of days without falling in with any vessels of the enemy, and having touched at the island of Aor. The enemy's East India and China trade is nearly broken up. Their ships

find it impossible to get freights, there being in this port some nineteen sail, almost all of which are laid up for want of employment. I do not think it desirable, therefore, to remain longer in these seas, as the chances of capture would be very few, and it being in fact of but little importance in what particular track of commerce we pick up the enemy's ships, the main point being to pick up as many as possible. Perhaps the more widely apart our blows are struck, provided they are struck rapidly, the greater will be the consternation and consequent damage of the enemy.

Enclosed please find a list of the officers at present on board of the *Alabama*.

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

R. SEMMES,
Captain.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Rear-Admiral Walker, R. N., to the secretary of the British admiralty, transmitting correspondence regarding the C. S. bark *Tuscaloosa*, tender to the C. S. *Alabama*.

[H. B. M. S.] NARCISSUS,
Simon's Bay, January 5, 1864.

SIR: I request you will be pleased to acquaint my lords commissioners of the admiralty that the bark called the *Tuscaloosa*, under the flag of the Confederate States of North America (referred to in my letter of the 19th August last), termed a tender to the *Alabama*, returned to this anchorage on the 26th ultimo from cruising off the coast of Brazil.

2. In order to ascertain the real character of this vessel, I directed the boarding officer from my flagship to put the questions, as per enclosure No. 1, to the officer in command, Lieutenant Low, of the *Alabama*, and having satisfied myself from his answers that the vessel was still an uncondemned prize captured by the *Alabama* under the name of the *Conrad*, of Philadelphia, I communicated the circumstances to the governor of this colony, who, concurring in opinion with me that she ought to be retained under her Majesty's control and jurisdiction until reclaimed by her proper owners for violation of her Majesty's orders for the maintenance of her neutrality, I caused the so-called *Tuscaloosa* to be taken possession of, informing Lieutenant Low at the same time of the reason for doing so.

3. Lieutenant Low has entered a written protest against the seizure of the vessel, the copy of which, together with the reply of the governor, I enclose for their lordships' information, as well a copy of all the correspondence which has passed on this subject.

4. Lieutenant Low, having informed me that he expects the *Alabama* shortly to arrive at this place, I have allowed him and his crew to remain on board the *Conrad* for the present; but should the *Alabama* not make her appearance, I have acquainted him that I will grant him and his officers (probably only one besides himself) a passage to England in one of the packets. The crew he wishes to discharge, if there is no opportunity of their rejoining the *Alabama*.

5. The vessel in question is at present moored in this bay in charge of an officer and a few men belonging to H. B. M. S. *Narcissus*, where she will remain until she can be properly transferred to her lawful owners, as requested by the governor.

I have, etc.,

B. W. WALKER.

SECRETARY OF THE ADMIRALTY.

[Enclosures.]

Questions to be put to the officer in command or charge of the bark *Tuscaloosa*, carrying the flag of the so-called Confederate States of America.

Ship's name and nation?

Tuscaloosa, Confederate.

Name and rank of officer in command?

Lieutenant Low, late *Alabama*.

Tonnage of the ship?

Five hundred.

Number of officers and men on board?

Four officers and twenty men.

Number and description of guns on board?

Three small brass guns, 2 rifled 12-pounders, and 1 smooth-bore [12]-pounder.

Where is she from?

St. Katherine's [Santa Catharina], Brazil.

Where is she bound?

Cruising.

For what purpose has the ship put into this port?

For repairs and supplies.

Is it the same ship that was captured by the *Alabama*, and afterwards came to this port on the 9th of August last?

Yes.

What was her original name on being captured by the *Alabama*?

Conrad, of Philadelphia.

When was she captured by the *Alabama*?

June 21, 1863.

To what nation and to whom did she belong before her capture?

Federal States of America.

Has she been taken before any legally constituted admiralty court of the Confederate States?

No.

Has she been duly condemned as a lawful prize by such court to the captors?

No.

What is she now designated?

Tender to the *Alabama*.

What papers are there on board to constitute her as the Confederate bark *Tuscaloosa*?

The commission of the lieutenant commanding the *Tuscaloosa* from Captain Semmes. The officers also have commissions to their ship from him.

Are the papers which belonged to her before she was seized by the *Alabama* on board?

No.

Is there any cargo on board, and what does it consist of?

No cargo; only stores for ballast.

JOHN LOW,
Lieutenant, Commanding U. S. Bark Tuscaloosa.

FRANCIS L. WOOD,
Lieutenant and Boarding Officer, H. B. M. S. Narcissus.

[H. B. M. S.] NARCISSUS,
Simon's Bay, December 26, 1863.

SIR: In consequence of the arrival of the *Tuscaloosa* (the vessel captured by the U. S. ship of war *Alabama* on the 21st June last), having again returned to this anchorage this evening, I called upon the officer in command to answer the enclosed questions, which, together with the replies, I forward for your Excellency's information.

As it appears that this vessel, the *Tuscaloosa*, late Federal ship *Conrad*, is an uncondemned prize, brought into British waters in violation of her Majesty's orders made for the purpose of maintaining her neutrality, I therefore consider that she ought to be detained, with the view of her being reclaimed by her original owners, in accordance with the opinion of the law officers of the Crown forwarded for my guidance, the copy of which I have already transmitted to you.

I have, etc.,

B. W. WALKER.

Sir P. [E.] WODEHOUSE.

CLAREMONT [CAPE OF GOOD HOPE],
December 27, 1863.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter of yesterday's date, and to state that, after careful consideration of the instructions received by the last mail from her Majesty's Government, and of the view taken by them of our former proceedings with respect to the *Tuscaloosa*, I concur in your opinion that it will be proper to retain that vessel under her Majesty's control and jurisdiction until properly reclaimed by her original owners.

I have, etc.,

P. E. WODEHOUSE.

Rear-Admiral Sir B. [W.] WALKER.

[H. B. M. S.] NARCISSUS,
Simon's Bay, December 27, 1863.

SIR: As it appears that the *Tuscaloosa*, under your charge and command, is a vessel belonging to the Federal States of America, having been captured by the U. S. ship of war *Alabama*, and not having been adjudicated before any competent prize court, is still an uncondemned prize, which you have brought into this port in violation of her Britannic Majesty's orders for the maintenance of her neutrality, I have the honor to inform you that, in consequence, I am compelled to detain the so-called *Tuscaloosa* (late *Conrad*), with the view of her being restored to her original owners, and I request you will be so good as to transfer the charge of the vessel to the officer bearing this letter to you.

I am, etc.,

B. W. WALKER.

Lieutenant JOHN LOW, U. S. Navy, *Bark Tuscaloosa.*

[H. B. M. S.] NARCISSUS,
Simon's Bay, December 28, 1863.

SIR: I have the honor to inform your Excellency that, acting upon your concurrence in my opinion with reference to the instructions received from home by the last mail, I have detained the bark *Tuscaloosa* (late *Conrad*, of Philadelphia), because she is an uncondemned prize, taken by the U. S. ship of war *Alabama* and brought into British waters in violation of her Majesty's orders for maintaining her neutrality, and with the view to her being restored to her original owners.

I shall be ready to hand her over to the consul of the United States at Cape Town or to any person you may appoint to take charge of her.

I should add that Lieutenant Low has given up the *Tuscaloosa* (late *Conrad*) under protest, which he is about to make in writing, a copy of which shall be transmitted to your Excellency as soon as received.

I have, etc.,

B. W. WALKER.

Sir P. [E.] WODEHOUSE.

C. S. BARK TUSCALOOSA,
Simon's Bay, Cape of Good Hope, December 28, 1863.

SIR: I have the honor to enclose for your information copy of a letter which I have forwarded this day to his Excellency the governor of the colony on the subject of the seizure in this port of the U. S. ship *Tuscaloosa*.

I am, etc.,

JOHN LOW.

Rear-Admiral Sir B. [W.] WALKER, Baronet, K. C. B.,
Commander in Chief.

[Subenclosure.]

C. S. BARK TUSCALOOSA,
Simon's Bay, Cape of Good Hope, December 28, 1863.

SIR: As the officer in command of the U. S. ship *Tuscaloosa*, tender to the U. S. S. *Alabama*, I have to record my protest against the recent extraordinary measures which have been adopted toward me and the vessel under my command by the British authorities of this colony.

In August last the *Tuscaloosa* arrived in Simon's Bay. She was not only recognized in the character which she lawfully claimed and still claims to be, viz, a commissioned ship of war belonging to a belligerent power, but was allowed to remain in the harbor for the period of seven days, taking in supplies and effecting repairs with the full knowledge and sanction of the authorities. No intimation was given that she was regarded merely in the light of an ordinary prize or that she was considered to be violating the laws of neutrality; nor when she notoriously left for a cruise on active service was any intimation whatever conveyed that on her return to the port of a friendly power, where she had been received as a man-of-war, she would be regarded as a prize, as a violator of the Queen's proclamation of neutrality, and consequently liable to seizure.

Misled by the conduct of her Majesty's Government, I returned to Simon's Bay on the 26th instant, in very urgent want of repairs and supplies. To my surprise, I find the *Tuscaloosa* is now no longer considered as a man-of-war, and she has by your orders, as I learn, been seized for the purpose of being handed over to the person who claims her on behalf of her late owners. The character of the vessel, viz, that of a lawful commissioned man-of-war of the Confederate States of

America, has not been altered since her first arrival in Simon's Bay, and she, having been once fully recognized by the British authorities in command in this colony, and no notice or warning of change of opinion or of friendly feeling having been communicated by public notification or otherwise, I was entitled to expect to be again permitted to enter Simon's Bay without molestation.

In perfect good faith I returned to Simon's Bay for mere necessaries, and in all honor and good faith in return, I should, on change of opinion or policy on the part of the British authorities, have been desired to leave the port again. But by the course of proceedings taken, I have been (supposing the view now taken by your Excellency's Government to be correct) first misled and next entrapped.

My position and character of my ship will most certainly be vindicated by my Government. I am powerless to resist the affront offered to the Confederate States of America by your Excellency's conduct and proceedings. I demand, however, the release of my ship, and if this demand be not promptly complied with, I hereby formally protest against her seizure, especially under the very peculiar circumstances of the case.

I have, etc.,

JOHN LOW.

His Excellency SIR P. [E.] WODEHOUSE, K. C. B.,
Governor of the Colony of the Cape of Good Hope.

COLONIAL OFFICE, *Cape Town, December 29, 1863.*

SIR: I am directed by the governor to acknowledge the receipt of your letter of yesterday's date, protesting against the seizure of the *Tuscaloosa*, whose character you represent to be the same as when in August last, she was admitted into the port of Simon's Bay, and I am to acquaint you, in reply, that a full report was submitted to her Majesty's Government of all that took place on the first visit of the *Tuscaloosa*, and that the seizure has now been made in conformity with the opinion expressed by them on that report.

Your protest will of course be transmitted for their consideration.

I have, etc.,

RAWSON W. RAWSON,
Colonial Secretary.

Lieutenant Low, C. S. Navy.

[H. B. M. S.] NARCISSUS,
Simon's Bay, December 29, 1863.

SIR: Lieutenant Low, the officer belonging to the C. S. ship of war *Alabama*, late in charge of the bark called the *Tuscaloosa* (properly the *Conrad*, of Philadelphia), having sent me a copy of the protest which he has forwarded to your Excellency against the detention of that vessel, I think it right to enclose for your information the copy of my letter* to Lieutenant Low explaining the circumstances under which the so-called *Tuscaloosa* is detained.

I have, etc.,

B. W. WALKER.

Sir P. [E.] WODEHOUSE.

N. B.—I beg to enclose a list of the officers and men on board the *Conrad* (late *Tuscaloosa*), as well as an inventory of stores, etc., on board, distinguishing those which are said to belong to the *Alabama*.

* See p. 710.

[Subenclosure!]

List of Confederate officers and crew on board the bark Conrad, late Tuscaloosa.

Name.	Rank or rating.	Whence.
J. Low	Lieutenant commanding	
W. H. Sinclair	Master	
J. T. Merlor [Minor?]	Master's mate	
A. Marmilstein [?]	do	
Martin Molk	Boatswain's mate	[C. S. S.] Alabama, June 22, 1863.
R. Owens	do	Do.
H. Legris	Quartermaster	Do.
E. Jones	do	Do.
T. Williams	Ship's cook	Do.
R. Williams	A. B. [seaman]	Do.
W. Jones	do	Do.
W. Gibbs	do	At sea, August 17, 1863.
E. Morrell	do	Do.
A. Anderson	Ordinary [seaman]	Do.
H. Anderson	do	Do.
S. Roberts	do	Do.
T. Allman	Steward	Talisman, June 21, 1863.
W. Renton	A. B. [seaman]	[C. S. S.] Alabama, June 21, 1863.
S. Brewer	do	Do.
J. Duggan	do	Do.
J. Ross	Ordinary [seaman]	At sea, August 17, 1863.
C. Carow	do	Do.
S. Robertson	Carpenter's mate	Do.
Ben Backstay	Ordinary [seaman]	Do.

List of stores and fittings belonging to the bark Conrad.

1 chronometer.	1 bower anchor, 26 cwt.
1 barometer.	1 kedge anchor, 6 cwt.
2 sextants.	1 kedge anchor, 3 cwt.
1 telescope.	2 chain cables, 85 fathoms.
2 tinopieces.	1 box of charts.
1 Brazilian ensign.	Standing and running rigging, complete,
1 American ensign.	but in very bad condition.
1 longboat.	No spare stores of any description on
2 cutters.	board.

JOHN LOW,
Lieutenant, Commanding C. S. Bark Tuscaloosa.

W. R. KENNEDY,
Lieutenant, H. B. M. S. Narcissus.

List of stores belonging to the Confederate sloop of war Alabama on board the Conrad.

1 chronometer.	6 12-pounder rifle shot.
3 sextants.	6 12-pounder round shot.
1 telescope.	500 ball cartridges.
1 code of signals and signal book.	500 percussion caps.
1 Dutch ensign.	12 revolver pistols.
1 Confederate ensign.	300 ball cartridges for revolver pistols.
22 rifles and bayonets.	500 percussion caps for revolver pistols.
2 12-pounder rifled brass guns.	5 cutlasses.
1 12-pounder smoothbore brass gun.	8 water casks.
2 barrels gunpowder (100 pounds each).	3 charts.
100 cartridges (1 pound each).	

JOHN LOW,
Lieutenant, Commanding C. S. Bark Tuscaloosa.

W. R. KENNEDY,
Lieutenant, H. B. M. S. Narcissus.

Letter from the governor of the Cape of Good Hope to the Duke of Newcastle, announcing the seizure, by his order, of the U. S. tender *Tuscaloosa*.

GOVERNMENT HOUSE,
Cape Town, January 11, 1864.

My LORD DUKE: I very much regret having to acquaint your Grace that the Confederate prize vessel, the *Tuscaloosa*, has again entered Simon's Bay, and that the naval commander in chief and myself have come to the conclusion that, in obedience to the orders transmitted to his Excellency by the admiralty and to me by your Grace's dispatch of the 4th November last, it was our duty to take possession of the vessel and to hold her until properly claimed by her original owners. The admiral therefore sent an officer with a party of men from the flag-ship to take charge of her and to deliver to her commander a letter in explanation of the act. Copies of his protest addressed to me, and of my reply, are enclosed. He not unnaturally complains of having been now seized after he had on the previous occasion been recognized as a ship of war. But this is manifestly nothing more than the inevitable result of the overruling by her Majesty's Government of the conclusion arrived at on the previous occasion by its subordinate officer.

The consul for the United States, on being informed of what had taken place, intimated his inability to take charge of the ship on account of the owners, and expressed a desire that it should remain in our charge until he was put in possession of the requisite authority. Accordingly, after taking the opinion of the attorney-general, it was arranged that the vessel should remain in the charge of Sir Baldwin Walker.

I ought to explain that the seizure was made without previous reference to the attorney-general. I did not consider such a reference necessary. The law had been determined by her Majesty's Government on the previous case. The admiral was of opinion that we had only to obey the orders we had received, and on his intimating that opinion I assented.

Your Grace will observe that at the request of the officers of the *Tuscaloosa* the admiral has permitted them to remain on board in expectation of the immediate arrival of the *Alabama*, to which ship they wish to return. I should otherwise have thought it my duty to provide them with passage to England at the cost of her Majesty's Government, by whom I conclude they would be sent to their own country; and it is probable that if the *Alabama* should not soon make her appearance such an arrangement will become necessary.

I have only to add that I have thought it advisable, after what has now occurred, to intimate to the U. S. consul that we should probably be under the necessity of adopting similar measures in the event of an uncondemned prize being fitted for cruising and brought into one of our ports by a Federal ship of war. I did not speak positively, because I have been left in doubt by your Grace's instructions whether some distinction should not be drawn in the case of a ship of war of one belligerent captured and applied to the same use by the other belligerent, but the consul was evidently prepared for such a step. Copies of all the correspondence are enclosed.

I have, etc.,

P. E. WODEHOUSE.

His Grace the DUKE OF NEWCASTLE.

Letter from Rear-Admiral Walker, R. N., to the secretary of the British admiralty, regarding the American vessel *Conrad*, called the C. S. tender *Tuscaloosa*.

[H. B. M. S.] NARCISSUS,
Simon's Bay, January 18, 1864.

SIR: With reference to my letter of the 5th instant, I have the honor to submit for their lordships' information a further correspondence between the governor of this colony and myself relative to the American vessel *Conrad*, of Philadelphia, lately called the *Tuscaloosa*.

2. Lieutenant Low, belonging to the C. S. ship of war *Alabama*, lately in charge of the *Tuscaloosa*, having paid off and discharged his crew, finally quitted the vessel on the 9th instant, and I have ordered him a passage to England by the mail packet *Saxon*, together with his first officer, Mr. Sinclair.

3. The *Conrad* now remains in charge of a warrant officer and two ship keepers, awaiting to be properly claimed or disposed of, as the Government may direct.

I have, etc.,

B. W. WALKER,
Rear-Admiral.

THE SECRETARY OF THE BRITISH ADMIRALTY,

Report of Lieutenant Low, C. S. Navy, of his arrival in Liverpool, after the seizure of the C. S. bark *Tuscaloosa* by the authorities at the Cape of Good Hope.

LIVERPOOL, *February 29, 1864.*

FLAG-OFFICER: I have the honor to report to you my arrival here from the Cape of Good Hope, at which port, as you will already have seen by the public press, the C. S. bark *Tuscaloosa*, under my command, was seized. After attending to the disposal of all property (acknowledged by the authorities at Simon's Bay to belong to the Confederate States), I thought it prudent to pay off my crew and return to England, accompanied by William H. Sinclair, acting master, and report myself here. I have directed Mr. Sinclair to proceed to Paris and report to you.

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

JOHN LOW,
Acting Second Lieutenant, Comdg. C. S. Bark Tuscaloosa.

[Flag-Officer S. BARRON, C. S. Navy,
Paris, France.]

Instructions from the Duke of Newcastle to the governor of the Cape of Good Hope to restore the C. S. bark *Tuscaloosa* (*Conrad*) to her late Confederate commander.

DOWNING STREET, *March 4, 1864.*

SIR: I have received your dispatches of the 11th and 19th January, reporting the circumstances connected with the seizure of the Confederate prize vessel *Tuscaloosa*, under the joint authority of the naval commander in chief and yourself. I have to instruct you to restore the *Tuscaloosa* to the lieutenant of the Confederate States who lately commanded her, or, if he should have left the cape, then to retain her until she can be handed over to some person who may have authority from Captain Semmes, of the *Alabama*, or from the Government of the Confederate States to receive her.

You will receive a further communication from me on this subject by the next mail.

I have, etc.,

NEWCASTLE.

Sir P. E. WODEHOUSE.

Report of Lieutenant Low, U. S. Navy, late commanding U. S. bark *Tuscaloosa*, transmitting copies of correspondence with the authorities at the Cape of Good Hope.

LIVERPOOL, *March 7, 1864.*

FLAG-OFFICER: I have the honor to acknowledge the receipt this day of your letter of the 3d instant.

Enclosed you will please find copies of all correspondence between the authorities at the Cape of Good Hope and myself. I shall proceed to make out an official report of the seizure of the *Tuscaloosa*, and in compliance with your orders shall call upon the Hon. James M. Mason. After so doing I shall at once proceed to Paris and report to you.

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

JOHN LOW, U. S. Navy.

Flag-Officer S. BARRON.

[Enclosures.]

CAPE TOWN, *January 13, 1864.*

SIR: With reference to the seizure of the U. S. bark *Tuscaloosa* in Simon's Bay by the naval authorities, acting upon your instructions, I beg respectfully to inform your Excellency that on board of the said vessel is a quantity of ordnance, small arms, and ammunition, the property of the Confederate Government and supplied from the U. S. S. *Alabama* when the *Tuscaloosa* was fitted out as her tender.

As I purpose leaving the colony, I have the honor to request you will grant me the required permission to land and store the property in Simon's Town in accordance with colonial regulations until instructions are received from my superior officer or my Government as to its removal.

I am, sir, your most humble and obedient servant,

JOHN LOW,
Lieutenant, U. S. Navy.

His Excellency Sir PHILIP WODEHOUSE, K. C. B.,
Governor of the Colony of the Cape of Good Hope.

COLONIAL OFFICE,
[Cape Town], *January 13, 1864.*

SIR: I am directed by the governor to acknowledge the receipt of your letter of this date, and to state that his Excellency will request the naval commander in chief to be good enough to allow the arms and ammunition belonging to the Confederate States to be stored in the dockyard at Simon's Town.

The governor hopes you will be good enough to acquaint him if any of the officers of the *Tuscaloosa* desire the assistance of the government in respect of leaving the colony.

I have the honor to be, sir, your most obedient servant,

RAWSON W. RAWSON,
Colonial Secretary.

Lieutenant Low, U. S. Navy.

CAPE TOWN, *January 14, 1864.*

SIR: I beg to acknowledge receipt of your letter of yesterday, in which I am informed that it is your Excellency's intention to request the naval commander in chief to allow the arms and ammunition belonging to the Confederate States to be stored in the dockyard at Simon's Town.

While thanking your Excellency for this intention, I beg to state that as these were placed in my charge by Captain Semmes, of the C. S. S. *Alabama*, I shall prefer handing them over to his agents in this colony, to be stored by them under the usual custom regulations, until instructions can be received as to disposal, and would respectfully solicit your Excellency's permission to have them landed, as I purpose leaving for England in the next mail steamer.

I have further to thank your Excellency on behalf of the officers of the *Tuscaloosa* for your offer of assistance on leaving the colony, and to state they have already made their arrangements.

I am, sir, your Excellency's most obedient, humble servant,
JOHN LOW, C. S. Navy.

His Excellency Sir PHILIP WODEHOUSE, K. C. B., etc.

COLONIAL OFFICE,
[Cape Town], *January 18, 1864.*

SIR: I am directed by the governor to acknowledge the receipt of your letter of the 14th instant, and to state that on full consideration of the case he thinks it advisable to adhere to the proposal already made—that the guns and other property alleged to belong to the *Alabama* should be placed in the dockyard at Simon's Town; they will then be subject to such orders as her Majesty's Government may be pleased to make in the matter.

I am also to transmit for your information copies of a letter which has been received from the consul of the United States, and of the reply given to it by his Excellency's direction.

I have the honor to be, sir, your most obedient servant,
RAWSON W. RAWSON,
Colonial Secretary.

Lieutenant Low, C. S. Navy.

[Subenclosures.]

U. S. CONSULATE,
Cape Town, January 16, 1864.

SIR: The report of J. M. Hoets, esq., on the *Tuscaloosa*, countersigned by Lieutenant [W. R.] Kennedy, of the *Narcissus*, has been received, and a copy furnished Admiral Walker. Appended to that report is a list* of articles claimed by Lieutenant Low, of the *Tuscaloosa*, as belonging to the C. S. S. *Alabama*. Now, among the articles enumerated in the list are three 12-pounder cannon taken from the American ship *Talisman* and one smaller brass cannon taken from the *Sea Bride*, as I can prove by the testimony of a competent witness. These cannon, I request, shall be held for their owners in the same manner as the vessel. Not being able to identify the other articles in this list with perfect certainty, I shall not claim them.

I have the honor to be, your most humble and obedient servant,
WALTER GRAHAM,
U. S. Consul.

His Excellency Sir PHILIP E. WODEHOUSE, *Governor.*

* See p. 713.

COLONIAL OFFICE,
[Cape Town], January 18, 1864.

SIR: I am directed by the governor to acknowledge the receipt of your letter of the 10th instant, and to state that the guns to which you refer will be held subject to such instructions as her Majesty's Government may think fit to issue respecting them.

I have the honor to be, your most obedient servant,

RAWSON W. RAWSON,
Colonial Secretary.

The CONSUL FOR THE UNITED STATES,
Cape Town.

Detailed report of Lieutenant Low, U. S. Navy, late commanding U. S. bark *Tuscaloosa*, of the cruise of that vessel while under his command.

LIVERPOOL, March —, 1864.

SIR: I have the honor to report to you the cruise of the U. S. bark *Tuscaloosa*, under my command, since leaving the coast of Africa, in September last, until her recent seizure in Simon's Bay.

In compliance with instructions received from Captain Semmes, U. S. S. *Alabama*, after landing the cargo of wool out of the *Tuscaloosa* at the port of Angra Pequena, I proceeded on a cruise toward the islands of St. Helena and Ascension. After seeing a number of neutral vessels, I captured the American ship *Living Age*, but finding she had a neutral cargo on board and bound to a neutral port, I took a ransom bond for the sum of \$160,000 and allowed her to proceed on her voyage. From the island of Ascension I cruised along the equator and down the Brazil coast, and on account of getting short of supplies I put into the port of St. Catharine's, but the authorities there refused to give me anything on account of being tender to the *Alabama*, on the grounds that the latter vessel was not allowed supplies in any Brazilian port on account of violating their neutrality when laying at the island of Fernando de Noronha.

From the Brazils I proceeded to the island of Tristan da Cunha on account of the number of American whale ships that generally cruise round there at that season of the year, but arriving off there and not seeing any, I communicated with the shore and was informed that during the whole season they had only seen one American whale ship, although it was customary at that time, in peaceable times, to see fifteen American whale ships laying off there.

As my instructions were to be at Simon's Bay, Cape of Good Hope, by the 1st January, I proceeded to that port, where I came to anchor on the 26th of December at 6 p. m., informing the authorities that I came in for supplies and repairs. Without any notification, on the evening of the 27th December my vessel was seized by the admiral, Sir Baldwin Walker, and officers and crew placed on board from H. B. M. S. *Narcissus* to take command. Being perfectly powerless, all I could do was to protest against the legality of the seizure, which I did, and a copy of the protest and all correspondence has already been forwarded to you. Finding the demand I made for the release of the vessel was not acceded to, and after waiting there better than three weeks without any Confederate vessel arriving, I thought it prudent, rather than go to the unnecessary expense of keeping the crew on shore or paying their expenses to England, to pay them off with what wages were due

them from the *Tuscaloosa* and certificates to show the amount due them on the paymaster's books of the *Alabama*; so I drew on the firm of Messrs. Fraser, Trenholm & Co., Liverpool, for the amount required, chargeable to the Navy Department.

After disposing of all property acknowledged by the authorities at Simon's Bay to belong to the Confederate States, I thought it prudent to return to England, accompanied by my chief officer, William H. Sinclair, and report myself here.

In conclusion, I beg leave to state that although my cruise has been most unsatisfactory to myself on account of doing so little with the vessel, yet it is a consolation to know that out of the large number of vessels I saw (upward of one hundred) there was only one American ship, which is proof of the scarcity of American ships at sea at the present time.

Trusting that what I have done may meet with your approval,
I am, most respectfully, your obedient servant,

JOHN LOW, C. S. Navy.

[Flag-Officer S. BARRON, C. S. Navy,
Paris, France.]

Letter from the Duke of Newcastle to the governor of the Cape of Good Hope, setting forth the reasons for the restoration to the Confederate authorities of the bark *Tuscaloosa*.

DOWNING STREET, *March 10, 1864.*

SIR: In my dispatch of the 4th instant I instructed you to restore the *Tuscaloosa* to the lieutenant of the Confederate States who lately commanded her; or, if he should have left the cape, then to retain her until she could be handed over to some person having authority from Captain Semmes, of the *Alabama*, or from the Government of the Confederate States, to receive her.

I have now to explain that this decision was not founded on any general principle respecting the treatment of prizes captured by the cruisers of either belligerent, but on the peculiar circumstances of the case. The *Tuscaloosa* was allowed to enter the port of Cape Town, and to depart, the instructions of the 4th of November not having arrived at the cape before her departure. The captain of the *Alabama* was thus entitled to assume that he might equally bring her a second time into the same harbor, and it becomes unnecessary to discuss whether, on her return to the cape, the *Tuscaloosa* still retained the character of a prize, or whether she had lost that character and had assumed that of an armed tender to the *Alabama*, and whether that new character, if properly established and admitted, would have entitled her to the same privilege of admission which might be accorded to her captor, the *Alabama*.

Her Majesty's Government have, therefore, come to the opinion, founded on the special circumstances of this particular case, that the *Tuscaloosa* ought to be released, with a warning, however, to the captain of the *Alabama* that the ships of war of the belligerents are not to be allowed to bring prizes into British ports, and that it rests with her Majesty's Government to decide to what vessels that character belongs.

In conclusion, I desire to assure you that neither in this dispatch nor in that of the 4th November have I desired in any degree to censure you for the course you have pursued. The questions on which you have been called upon to decide are questions of difficulty, on which doubts

might properly have been entertained, and I am by no means surprised that the conclusions to which you were led have not in all instances been those which have been adopted, on fuller consideration, by her Majesty's Government.

I have, etc.,

NEWCASTLE.

Sir P. E. WODEHOUSE.

Extracts from the journal of Commander Semmes, U. S. Navy, commanding the U. S. S. Alabama, January 5, 1863, to March 31, 1864.

Monday, January 5.—It did not blow last night, as I expected, and this morning the wind has gone round to the southward and eastward again. I can not wait longer for the norther, and so I must get underway. At 11 a. m. got underway, and stood out from the anchorage under steam. Let the steam go down, hoisted the propeller, and put the ship under sail. Wind light, becoming nearly calm toward night. Exercised the crew at quarters.

Tuesday, January 6.—We have certainly had extraordinarily fine weather since we have been in the Gulf in midwinter—seventeen days without a gale of wind from the north and only one stiff breeze from the south. The barometer has fluctuated pretty regularly most of the time, about one-tenth of an inch, going down in the afternoon and rising again toward morning. The wind, which has been light from the S. E. during the early part of the day, hauled to N. E. in the afternoon, and freshened toward night. We are taking advantage of the fine weather to continue the calking of our decks. Exercised the crew at quarters. Latitude $21^{\circ} 11' 43''$, longitude $93^{\circ} 13'$.

Wednesday, January 7.—Weather still very fine, with the breeze light, from the northward and eastward. Barometer at noon, 30.10. Latitude $22^{\circ} 35' 43''$, longitude $94^{\circ} 26'$. A current about W. N. W. at the rate of a knot an hour. Exercised the crew at quarters.

Thursday, January 8.—Weather fine, wind moderate, inclining to be light, from the southward and eastward. Experienced a current setting to the S. W. at the rate of $1\frac{1}{2}$ knots per hour. More sea on than the wind we have had could have produced, indicating a blow somewhere in the neighborhood. The barometer has fluctuated as usual, rising from about 10 p. m. until morning and then descending as the day advances. Latitude $24^{\circ} 36' 17''$, longitude $94^{\circ} 45' 30''$. We have seen nothing since we left the Arca, and if we have the same good fortune we shall take the enemy off Galveston completely by surprise. We had lightning in the north to-night, but the barometer is well up. At about 9 p. m. it began to rise as usual, and the wind, which had been light, freshened. The night is perfectly clear and fine, with the moon just beginning to wane.

Friday, January 9.—Weather fine; wind from the southward, freshening during the night, with flying clouds, and lightning in the north. At 10 p. m. took in all the studding sails. Barometer about 29.98. Latitude $26^{\circ} 19'$, longitude $94^{\circ} 11'$.

Saturday, January 10.—The south wind last night increased until about 6 a. m., when it culminated in rain squalls and a shift of wind from the north, the lightning being quite vivid. At 9 the weather cleared. Made sail. Barometer 30; stationary. The weather clouded and looked like a blow from the northward again in the afternoon, but cleared off again during the night and fell nearly calm. The last twenty-

four hours have indeed presented a variety of changes in the weather. Latitude $27^{\circ} 45' 30''$, longitude $94^{\circ} 42'$; current about S. S. W., $1\frac{1}{2}$ miles per hour.

Sunday, January 11.—This is as serene and lovely a day as one often sees, and we hope it is Providence smiling upon our approach to Galveston. There is now (10:30 a. m.) every prospect of my obtaining a good position from which to run in to-night. At 11 mustered the crew and read the articles of war. My crew are a fine-looking body of men, have been well drilled, and are not averse, I think, to a trial of skill and force with the enemy. Wind rather light, from the eastward; latitude $28^{\circ} 51' 45''$, longitude $94^{\circ} 55'$. Our position at noon put us within 30 miles of Galveston, and I stood on, intending either just to sight the shipping at a great distance without being seen myself, or else to anchor just out of sight until the moon should rise the following night, which would be about half past 11, and then run in and attack, as I hoped, Banks's expedition. Owing to a little carelessness in the lookout at masthead, however, we were permitted to approach the ships anchored off the bar in such plain sight before they were announced that we were discovered, although we tacked immediately and stood off in hopes of eluding the vigilance of the enemy. There were three ships found lying off the bar—one heavily-sparred ship, which our lookout took for a sail frigate, but which afterwards proved to be the *Brooklyn*, steamer, our old friend that chased us in the *Sumter*, and two steamers, supposed to be propellers. Very soon one of the steamers was seen to be getting up steam, and in about an hour and a half afterwards she was reported to be underway, standing out for us. I lowered the propeller and directed steam to be got in readiness, and awaited the approach of the stranger, who overhauled us very slowly and seemed to reconnoiter us as he approached with great caution. I was standing all this time under topsails, away from the bar, and the stranger was approaching me stern on. I gave my ship a little motion with the engine occasionally, both to draw the enemy (for I supposed him to be such) away from his consorts, so that in case of a conflict the latter could not hear our guns, and to prolong the time until dark to enable me to take in my topsails and close with him in so short a time that the movement would not be noticed by him until too late to escape, which I feared he might attempt if he saw me turn upon him with the intention to pursue him. Accordingly, soon after dark, the enemy in the meantime having approached us so near [as] not to endanger our losing sight of him, I clewed up and furled the topsails, beat to quarters, and doubled suddenly upon the stranger. He came on quite boldly, and when within hailing distance of us hailed us and enquired, "What ship is that?" To which we responded, "Her Majesty's steamer *Petrel*," and in turn enquired who he was. We could not make out his reply, although we repeated our enquiry several times. During this colloquy I endeavored to place myself in a raking position astern of him, which he as carefully avoided by keeping his port broadside to me. From this maneuver I knew him pretty certainly to be an enemy, and, having approached within about 200 yards, I directed my first lieutenant to ask again what ship it was, being loth to fire upon him without a reply, fearing that I might by possibility make a mistake. This time we heard his reply very distinctly—that he was a United States something or other; the name we could not make out. I then directed the first lieutenant to tell him that this was the Confederate States steamer *Alabama*, and to open fire upon him immediately, which we did from our starboard battery. He returned our fire in a minute or two, and the action was

then commenced. We continued to run side by side, at a distance ranging from 200 to 500 yards. Both of us kept up a rapid fire of both artillery and rifles, when, after the lapse of thirteen minutes, the enemy fired two guns from his off or starboard side and showed a light above his deck in token of his being whipped. We immediately ceased firing, and, approaching him still nearer, asked him if he had surrendered and if he needed assistance. To both of these questions he replied in the affirmative, and we immediately dispatched our quarter boats to him. These, with his own four boats, were busily employed in transporting the crew on board, which had only been accomplished when the ship went down—in about three-quarters of an hour after the action had ceased. The prize proved to be the U. S. gunboat *Hatteras*, Lieutenant-Commander H. O. Blake, which officer came on board after his crew had been transported and delivered me his sword. I told him I was "glad to see him on board the *Alabama*, and we would endeavor to make his time as comfortable as possible." The *Hatteras* had the following armament: Four 27-cwt. 32-pounders, two 30-pounder rifle guns, one 20-pounder rifle gun, and one 12-pounder howitzer—total, 8. We had six 32-pounders, 52 cwt.; one 8-inch shell and one 100-pounder, rifled, and a 24-pounder rifle—total 9. A great disparity in weight of metal in our favor, but we equalized this, to a considerable extent, by the fair fight which we showed the enemy in approaching him so very near as to render his smaller guns almost as efficient as larger ones. The tonnage of the ship was 1,100 tons; material, iron, with watertight compartments; age, 18 months. Her crew* numbered 108 men and 18 officers. The casualties on both sides were slight. On board the enemy, 2 missing (firemen), supposed to have been killed in the fire room, and 3 wounded, 1 severely and 2 slightly; and on board ourselves 2 wounded slightly. After the action had been over an hour and more, and while I was steaming off on my course, it was mentioned to me that a boat of the enemy containing an acting master and five men, which had been lowered before we opened fire upon him to board "Her Majesty's steamer *Petrel*," had escaped. As the sea was smooth and the wind blowing gently toward the shore, distant about 19 miles, this boat probably reached the shore in safety in five or six hours. The night was clear and starlit, and it had no difficulty in shaping its course. But for these circumstances I should have turned back to look for it, hopeless as this task might have proved in the dark. The weather continued moderate during the whole night and the wind to blow on shore.

It was ascertained that Galveston had been retaken by us and that the *Brooklyn* and four of the enemy's steam sloops were off the port awaiting a reinforcement of three other ships from New Orleans to cannonade the place. So there was no Banks expedition, with its transports laden with troops, etc., to be attacked, and but for the bad lookout of our man at the masthead we should have got into a hornet's nest instead of the Banks expedition.

Monday, January 12.—Weather clear, wind fresh from the S. E., increasing as the day advanced, until at 8 p. m. it blew a moderate gale from E. S. E., which continued all night, raising some sea toward the latter part of the night and diminishing our speed a couple of knots. Latitude $28^{\circ} 3' 51''$, longitude $93^{\circ} 8'$. We are very much crowded with prisoners, but every one seems to be doing well.

Tuesday, January 13.—The wind still continues fresh from the S. E., retarding very much our speed. At 12:20 p. m. descried a sail from

* Our own crew 111 men, officers 26.

aloft. Gave chase nearly ahead, and at 2:40 came up with and showed our colors to the *Agrippina*. Latitude $27^{\circ} 5'$, longitude $90^{\circ} 37' 15''$.

Wednesday, January 14.—Weather clear, with a gale from the S. E., which has continued now for the third day, and we are not only retarded 3 miles per hour in our speed, but are encountering an adverse current of 3 knots per hour. The fates seem to conspire to keep us in the Gulf. Latitude $25^{\circ} 58' 39''$, longitude $88^{\circ} 58'$. I was obliged to succumb to the gale, after struggling against it for two days. At 6 p. m. we let the fires go down; and hove the ship to under single-reefed try-sails, on the starboard tack.

Thursday, January 15.—The gale still continues, with the barometer at 29.67. It blew quite fresh all night. The wind has hauled to about S. S. W., and we have slight showers of rain with the clouds as they sweep rapidly by. Just before noon the wind shifted to the N. W., with heavy banks of black clouds and rain. No observation for latitude, and, as we are in the midst of strong and variable currents, our position is somewhat doubtful. We have one or two of those bugbears around us, such as "breakers," "seen in 1849," etc., which, of course, it is of no use to attempt to avoid, as in the uncertainty of our position we might run upon instead of running away from them; and so when the confused sea, consequent upon the change of wind, shall have assumed some little regularity, I will make sail and run before the gale. Supposed latitude $26^{\circ} 16'$, supposed longitude $88^{\circ} 35'$. An ugly night, with the wind blowing a strong gale and considerable sea running. At 3:30 a. m. brought the ship by the wind until daylight.

Friday, January 16.—The gale continued nearly all day, moderating toward night. Dull, hard-looking sky, obscuring the sun, so as barely to give us a glimpse or two of him during the day. At 1 p. m. sounded on the Yucatan Bank. Latitude $23^{\circ} 43' 49''$, longitude $87^{\circ} 35'$. Continued to run to the southward and eastward on the bank until 11:30 p. m., when we passed off it into the channel. In this channel we were the rest of the night, experiencing a current (during twenty-four hours) of $2\frac{1}{2}$ knots per hour, north.

Saturday, January 17.—Weather still very unsettled; wind from the northward and eastward, and squally. Some sea on, showing the effects of the late gale. Observed to-day in the chops of the channel in latitude $21^{\circ} 45' 22''$, longitude $85^{\circ} 34'$. In the afternoon showed the Spanish ensign to an English brig. The wind increased at night to a moderate gale. Steaming under reefed fore and aft sails. It blew a fresh gale all night, and raised some sea—enough to render the motion very uncomfortable.

Sunday, January 18.—The gale still continues, with squalls and rain. On account of the bad weather, and the ship being full of prisoners, we dispensed with the usual Sunday muster. A sail passed to leeward of us, out of sight from the deck. Latitude $19^{\circ} 50' 51''$, longitude $82^{\circ} 51'$.

Monday, January 19.—Wind still fresh from the N. E., making but $6\frac{1}{2}$ and 7 knots. Latitude $18^{\circ} 30' 14''$, longitude $80^{\circ} 34'$.

Tuesday, January 20.—Up from 2 o'clock, looking out for the land, which we made a little before daybreak. Running along the coast all day. Showed English and French colors to an English bark and an English schooner. Passed Portland [Jamaica] about 3 p. m., and made the light-house on Plum Point at 4:30. Up the light-house just at nightfall. Hoisted French colors and fired a gun for a pilot. The pilot boarded us about 6:30, and in about three-quarters of an hour we were at anchor at Port Royal.

Wednesday, January 21.—Found here several English men-of-war—the *Jason*, the *Challenger*, the *Greyhound*, etc., the commanders of all of which called. I saw the commodore (Dunlop) this morning, and requested the governor, through him, to permit me to land my prisoners, etc., which was readily granted. Made arrangements for coaling and provisioning the ship and for repairing damages; and in the afternoon ran up to Kingston and thence proceeded to the mountains with Mr. Fyfe.

Thursday, January 22.—Had a delightful ride on a fine natural macadamized road for about 10 miles, and thence, by horse and bridle path, through the most picturesque of mountainous regions, with its lovely valley, abrupt precipices, streams of water, luxuriant foliage, etc., to Flamstead, the residence of the Rev. Mr. Fyfe, who soon returned from town and received me most hospitably. Spent a delightful, quiet day, riding to Flamstead and walking in the afternoon along the winding mountain paths. Jamaica—that is, the south side—is a wilderness and the town of Kingston a ruin; the negro population idle and thriftless, and greatly subject to diseases of an inflammatory kind; no morals, superstitious, etc.

Friday, January 23.—Rode over to and spent the day and night at Blacksburgh, visiting on the route the English-looking cottage of Captain Kent, now absent in England. Had some lady visitors at Blacksburgh in the evening. Evening quite cool; a fire comfortable. Elevation about 3,500 feet.

Saturday, January 24.—Returned to town to-day by the way of Mr. Mais's fairy little cottage, kept in the nicest of order, and in a perfect picture of a country. Had a fine family of daughters, etc. Upon my arrival in town I found that my friends had kindly put a notice in the papers informing the good people that I would be at the Exchange at 12, etc. Was obliged to go, and made a speech to the people, which was well received. Learned that my paymaster had been disgracing himself, and that my crew were all still on shore—the drunken rascals! Returned in boat in the evening.

Sunday, January 25.—Workmen still engaged trying to get the ship ready for sea to-night. Returned my visits to the English captains, all of whom I found very agreeable. Getting in the ship's bills and getting my drunken rascals on board, with the aid of the police. Three of them, in broad daylight, jumped into a shore boat and tried to escape, but we pursued and captured them. Work all done and fires lighted at 5, and at 8:30 we steamed out of the harbor. It blew fresh from the N. E. all night, retarding our way very much.

Monday, January 26.—Fine weather, with the wind fresh from the N. and E. during the morning, moderating toward noon. At 10:30 desecrated a sail, which we came up with at 1:20 p. m. She proved to be the *Golden Rule*, from New York for Aspinwall. Captured her and burned her, there being no certificate of the neutrality of the cargo on board. This vessel had on board masts, spars, and a complete set of rigging for the U. S. brig *Bainbridge*, lately obliged to cut away her masts in a gale at Aspinwall. At about 6 p. m., the prize being well on fire, steamed off on our course. Number of prisoners, 9. Latitude $17^{\circ} 50' 39''$, longitude $74^{\circ} 52' 30''$.

Case of the Golden Rule.

No certificate of the neutral ownership of any portion of the cargo. The only bills of lading found on board are the following:

Marcial & Co. to Gregoric, Miro & Co., \$2,069.28; insured against war risk. Keeler & Voorhis to John Wilson, \$724.20; consigned to

order and for account and risk of "whom it may concern." Woolsey, consigned to order, amount not stated and no letter of advice. Berner to Field, amount not stated and no letter of advice. Herques & Maseras to Juan Melandez, \$41.58. F. Heuriat to Gillas, amount not stated and no letters.

Tuesday, January 27.—Weather clear, with passing trade clouds; wind blowing very fresh and raising some sea, retarding the speed of the vessel to 6 and 7 knots. Sick list largely increased, from the dissipation of my vagabonds on shore. It will take me at least a week to get the rum out of them, and to try the more vicious by court-martial. At 3 p. m. made Alta Vela. At 8:30 hove to and sent a boat on board of a Spanish brig, from Montevideo for Havana; and at 11 p. m., Alta Vela bearing N., distant 5 miles, captured and burned the North American brig *Chastelaine*, of Boston, from Martinique and Guadeloupe for Cienfuegos. Latitude $17^{\circ} 19' 50''$, longitude $72^{\circ} 21'$.

Wednesday, January 28.—Weather clear, with partial clouds, wind moderating somewhat; the island of Haiti in sight on our port beam and bow. Latitude $17^{\circ} 56' 30''$, longitude $70^{\circ} 28'$. Running along the coast to the eastward. At 4 p. m. made the city of San Domingo, and at 6 p. m. came to anchor off the town, there being two other vessels in the road, one a New York brig under English colors. The pilot boarded me just after I had let go my anchor, and soon afterwards the captain of the port, who proved to be an old acquaintance, he having piloted the brig *Torpoise* about the island in 1846 when I was her first lieutenant. He seemed quite pleased at the recognition. He took my request on shore for leave to land my prisoners, and soon afterward returned with a commander in the Spanish navy, bringing the requisite permission from the military governor. The prisoners were sent on shore in their own boats at about 10 p. m. We anchored here in $6\frac{1}{2}$ fathoms water, with the light bearing about N. $\frac{1}{4}$ W. Our flag was exhibited here for the first time.

Thursday, January 29.—Weather very fine, with the breeze light during the day, freshening toward nightfall. At 8 a. m., having received on board a supply of fresh provisions and fruits for the crew, we got underway and proceeded along the coast to the eastward, passing a number of country boats plying along the coast. At 5:30 came up with the west end of Saona [Island], off which, there being a shoal extending out 3 or 4 miles, we gave it a berth and saw a tide rip and white water at least 4 miles from the land. Doubled the island and entered the Mona Passage at about 8:30 p. m. At 10 we were obliged to stop the engine for three hours to screw up the cylinders. Hove her to under trysails. At 1 a. m. went ahead again under steam, and at 2 made the island of Mona; course N. E. by N. At noon east end of Catalina Island bore N. N. E., distant 4 miles.

Friday, January 30.—Weather very fine; made several sail during the day—one a Spanish schooner, to which we gave the longitude, and a square-rigger, running for the Mona Passage or the north side of Haiti, that looked foreign. She passed too far astern of us to chase without losing time and coal. At 3 p. m. let the steam go down and raised the propeller, the ship having been previously put under sail. Latitude $19^{\circ} 31' 19''$, longitude $67^{\circ} 38' 15''$.

Saturday, January 31.—Weather very fine, with a moderate trade wind and a smooth, light-blue sea. Latitude $21^{\circ} 45' 45''$, longitude $68^{\circ} 6' 45''$. The court-martial, having gotten through the work of straightening up the visit of the starboard watch to the shore, was this day dissolved.

Sunday, February 1.—Weather clear and cloudy, with light squalls of rain. At 11 a. m. mustered the crew and read the articles of war and a general order announcing the sentences of the court-martial. Latitude $24^{\circ} 8' 2''$, longitude $68^{\circ} 18'$.

Monday, February 2.—Weather very fine, with a moderate "trade," inclining to be light, and a smooth sea. We are nearing the calm belt of Cancer, and shall probably lose the trades in a day or two. Latitude $26^{\circ} 17' 25''$, longitude $68^{\circ} 6'$. At 2 p. m. overhauled and sent a boat on board of an English brig, from Bathurst, coast of Africa, for New York, and at nightfall sent a boat on board of a Hamburg barkentine, from Cardiff, with coal, for New York. We had alarm of fire to-day. I happened to be on deck, and gave the order to beat to quarters, but before it could be executed the fire was extinguished. It arose from the carelessness of the captain of the hold, who took a naked light into the spirit room to pump off liquor by, in violation of the written orders of the ship, and the moment he commenced operations the fumes of the liquor took fire, causing serious alarm for the moment. I confined him in double irons. We have a fine breeze from about S. S. E., and I hope we shall escape the calms altogether.

Tuesday, February 3.—Weather very fine, with the breeze from the S. S. E., and increasing, so that we have escaped the calms. Atmosphere hazy. Latitude $27^{\circ} 18' 27''$, longitude $66^{\circ} 10'$. At 1:30 p. m. came up with and captured the North American schooner *Palmetto*, from New York for St. John's, Porto Rico [San Juan, Puerto Rico], laden with a mixed cargo of provisions, for which there was no certificate or deposition of claim as neutral on board. Took on board such of the provisions as we needed, brought on board the master and crew, and at nightfall fired her and filled away on our course.

Case of the Palmetto.

The schooner was United States, per register and flag. The cargo was shipped by Herques & Maseras, of New York, to Vincente Brothers, in San Juan, Porto Rico [Puerto Rico]. There was no affidavit or certificate of neutral property on board, and the cargo would have been condemnable on this ground alone. It being an enemy's ship, it is presumed to be enemy's property until the contrary be shown by proper evidence under oath. The master, upon examination, testified that he had no knowledge of the ownership of the cargo, and this though he was the agent and charterer of the ship, as well as master. The correspondence found on board—that is to say, a letter from the shippers to the consignee—states that the cargo is shipped two-thirds on account of the consignee and one-third on account of the shippers, the parties being the joint owners of the undivided cargo in these proportions. Therefore, whatever may be the general business relations of the parties, they are, *quoad* this shipment, partners, and the house in the enemy's country having shipped the goods, the other partner's share is condemnable, notwithstanding his residence in a neutral country. See 3 Phillimore, 605; and the *Vigilantia*, 1 Rob., pp. 1, 14, 19; the *Susa*, *ib.*, p. 255.

Wednesday, February 4.—Latitude 28° , longitude $64^{\circ} 11'$. A little after meridian sighted a sail on the weather bow, closehauled, like ourselves, and kept it in sight until night, having head-reached and gained to windward upon it, but we lost it soon after dark. The weather thick and the wind freshening from the N. E. Single reefed the topsails.

Thursday, February 5.—Weather thick, with occasional light squalls of rain, the wind blowing half a gale. Took the bonnets off the trysails. The prisoners being few in number, ordered their irons taken off them during the daytime. Sighted two sail in the afternoon, and wore ship to the northward, with the hope of intercepting one of them, but she was holding her wind and passed to windward out of sight from the deck. Wore ship again on our course as night set in. The wind increased to a gale at nightfall. Close reefed the topsails and single reefed the trysails. Latitude $27^{\circ} 10' 2''$, longitude $61^{\circ} 30'$.

Friday, February 6.—It blew a gale all night last night, with considerable sea, giving us a good deal of motion and stirring up the bilge water to a most unpleasant degree, its fumes blackening metals, paint-work, and even tainting pure gold. At 8:30 sighted a sail; ran down for her, and at 10 overhauled her, she showing Spanish colors (a full-rigged brig steering a course for Europe). Wind still fresh, and weather squally with rain. Turned a reef out of the topsail, and put bonnets on trysails. During this blow the barometer gave no sign, it being at the commencement and continuing at about 30.30. Latitude $25^{\circ} 44'$, longitude $60^{\circ} 32' 30''$. At nightfall wore ship to the northward.

Saturday, February 7.—Weather becoming fine again. The wind is dying away, leaving quite a sea, in which we are tumbling about. Latitude $26^{\circ} 36' 37''$, longitude $60^{\circ} 15'$. The N. E. wind hangs on as obstinately as if it were the "trade," and yet we are three or four degrees to the northward of the usual trade limit at this season of the year.

Sunday, February 8.—Latitude $25^{\circ} 41' 50''$, longitude $58^{\circ} 48'$. A gloomy Sabbath upon the sea, bringing naturally to the mind thoughts of home and family and the possible termination of the war.

Monday, February 9.—Latitude $24^{\circ} 51' 18''$, longitude $57^{\circ} 55'$. We have passed long tracks of seaweed within the last few days, stretching along in the direction of the wind, indicating its prevalence for some time from the same quarter. Exercised at general quarters.

Tuesday, February 10.—A beautiful, bright morning, but we are in the calms. Latitude $24^{\circ} 32' 53''$, longitude $56^{\circ} 53' 15''$.

Wednesday, February 11.—Morning fine. At meridian came up with and sent a boat on board an English pink-stern schooner from Yarmouth, Nova Scotia, for Barbados. Received one or two rather old newspapers. Latitude $24^{\circ} 52' 30''$, longitude $56^{\circ} 34' 30''$. The *Vanderbilt* and the *Sacramento* were to sail toward the last of January in pursuit of us.

Thursday, February 12.—Morning fine, clouding partially toward noon. The wind still hangs steadily in the N. E., inclining to be light during the afternoon. Tacked to the northward and westward. Latitude $25^{\circ} 15' 47''$, longitude $55^{\circ} 36' 30''$.

Friday, February 13.—Weather cloudy, with the wind light, from southward and eastward. Latitude $26^{\circ} 8'$, longitude $55^{\circ} 32'$. We have been five days making 180 miles. Evidently in the doldrums, though we are farther north than they are usually found at this season of the year; steering N. E. to get out of them. Overhauled and showed United States colors to an English schooner.

Saturday, February 14.—Morning sky entirely overcast with rain clouds, clearing toward noon. Yesterday, toward night, the breeze freshened, and we have now a pretty good wind from the westward, which we might expect upon reaching the northern side of the calm belt. Plenty of seaweed. Latitude $27^{\circ} 9' 4''$, longitude $53^{\circ} 17' 30''$.

Sunday, February 15.—Morning cloudy, clearing toward noon. By 10 o'clock last night the wind had freshened to a gale, which increased

during the night until we were reduced to close-reefed topsails and single-reefed trysails by 5 this morning. It is still (1 p. m.) blowing very fresh from the north. Latitude $28^{\circ} 29' 52''$, longitude $50^{\circ} 7'$. This boisterous Sabbath is the second anniversary of my resignation from the U. S. Navy, and of course it has called up many reminiscences. I have more and more reason, as time rolls on, to be gratified at my prompt determination to quit the service of a corrupt and fanatical majority, which even then had overridden the Constitution and shown itself in so aggressive and unscrupulous a form as to alarm us. But what shall we say of its course since? Simply that it has followed the broad way described by the poet; and we might even add *facilissime fuit descensus ejus avernus*. If the historian perform his duty faithfully, posterity will be amazed at the wickedness and corruption of the Northern and Western people, and will wonder by what process such a depth of infamy was reached in so short a time. The secret lies here: The politicians had become political stockjobbers, and the seekers of wealth had become knaves and swindlers; and into these two classes may be divided nearly the whole Yankee population. Such is "Plymouth Rock" in our day, with its Beechers in the pulpit and its Lincoln in the chair of Washington, its Sumners and Lovejoys in Congress, and its Simmonses *et id omne genus* in the contract market.

Monday, February 16.—Latitude $28^{\circ} 45'$, longitude $46^{\circ} 57' 30''$.

Tuesday, February 17.—Latitude $28^{\circ} 11' 43''$, longitude $45^{\circ} 1' 45''$.

Wednesday, February 18.—Latitude $28^{\circ} 15' 19''$, longitude $44^{\circ} 37' 15''$.

Thursday, February 19.—Cloudy and calm; we have made 10 miles, and that not in the right direction, during the last twenty-four hours. But patience is, or ought to be, a seaman's virtue. Latitude $28^{\circ} 4' 35''$, longitude $44^{\circ} 29' 30''$.

Friday, February 20.—It has been nearly calm during the last twenty-four hours. I am not quite far enough to the eastward to venture the run to the southward yet, and so I am steering north for a breeze. Latitude $28^{\circ} 32' 31''$, longitude $45^{\circ} 5'$.

Saturday, February 21.—Weather very fine; wind light from the southward and eastward. About 7 a. m. a sail was descried from aloft, and others soon afterwards in succession until four were seen. We gave chase to the first one discovered, standing to eastward for an hour and more, but finding her well ahead and to windward we tacked and gave chase to two others, getting up steam, as one of the two showed United States colors and was too far to windward to be overhauled in the very light breeze that was blowing. At 1 p. m. came up with and captured the ship *Golden Eagle*—she standing a couple of shot before she hove to—from Howland Island, Pacific Ocean, for Cork, for orders. Threw a prize crew on board of her, with directions to follow, and stood for the other, now some 15 miles distant. Came up with her at 3 p. m. She proved to be the bark *Olive Jane*, from Bordeaux for New York. Captured and burned her and then stood back to meet our first prize, with which we came up at about dusk. Got on board from her a few provisions, and then burned her and filled away on our course. The former was laden with a partial cargo of French wines and knickknackeries, and the latter (the latter one burned) with guano. Latitude $29^{\circ} 28'$, longitude $44^{\circ} 58'$.

Sunday, February 22.—Weather cloudy, becoming showery toward noon, with the wind light and variable. The breeze was so light all night that daylight found us only about a dozen miles from the still floating and smoking remains of our prizes. About an hour and a half before daylight descried a sail on our starboard quarter. Wore ship in

chase, but lost her in the darkness in a short time. We still kept on in her supposed course and at daylight five sail were reported in the course of an hour. We chased and caused to show their colors three of them, viz, an English bark, a Dutch bark, and an English bark again. Latitude $29^{\circ} 33'$, longitude $44^{\circ} 57'$.

Case of the Olive Jane.

Under United States colors and register; from Bordeaux for New York; cargo consigned generally to houses in New York, with the exception of five of the shipments, which are consigned to order. But there is no claim among the papers of French property, even in these latter shipments and *non constat* but that the property is American, and that the consignment on the face of the papers was made in this manner to give a semblance of French ownership until the property should reach its destination, when the real owner would claim it under a duly endorsed bill of lading, forwarded to him by steamer. At all events, the presumption of law is that all property found on board an enemy is enemy's property until the contrary be shown by proper evidence, and no evidence has been presented in this case at all. The master, though one-fourth owner of the bark, and who, consequently, should be well informed as to her cargo, etc., knows nothing, except that one of the shippers, a Frenchman, told him that 40 casks of wine, worth perhaps \$20 per cask, belonged to him. Vessel and cargo condemned.

Case of the Golden Eagle.

Ship under United States colors and register; from San Francisco, via Howland Island, for Cork, laden with guano by the American Guano Company; cargo consigned to order. There is no question, therefore, of property. Ship and cargo condemned.

Monday February 23.—Weather cloudy and rainy, wind light and variable. Four sail in sight this morning—all European bound. At 8 a. m. showed the United States colors to a French bark. The weather becoming calm, got up steam and overhauled all four of the sail—three English and one Frenchman. One of the Englishmen was an Australian packet from Melbourne; one from a South American port, with copper ore. The other we did not board. The Frenchman was from Buenos Ayres for Havre. Put two of the recently captured prisoners on board of him, a French artist and a boy. Afternoon clear and fine and calm. The long prevalence of northerly winds has driven this European fleet five or six degrees to the westward. Latitude $30^{\circ} 21'$, longitude $43^{\circ} 55'$.

Tuesday, February 24.—Weather very fine, with a moderate breeze from the southward and westward and a pleasant, bracing temperature. Being in the vicinity of the crossing of the 30th parallel by the San Roque and India bound American ships, shortened sail to topsails. Toward sunset showed the United States colors to a French bark, latitude $30^{\circ} 32' 52''$, longitude $42^{\circ} 50' 30''$, and at 9:30 p. m. hove to (after firing two cartridges and chasing three-quarters of an hour and commanding her in English and French to heave to) a Portuguese brig from Pernambuco to Lisbon. Upon the boarding officer going on board, he found everybody in such a state of alarm that no one seemed to know what to do, and this was the excuse they had for not heaving to at the guns.

Wednesday, February 25.—Cloudy, with the wind fresh from the westward. At 1:30 p. m. chased and showed the United States colors to a

Dutch bark, latitude $30^{\circ} 22'$, longitude $40^{\circ} 3' 30''$, but, alas, nothing coming over the charmed crossing but neutrals, going the wrong way. At 3 p. m. sent a boat on board of an English brig from Guayaquil for London. Refused to take a discharged seaman (English) to England.

Thursday, February 26.—Cloudy, with the wind light and variable. At 1:30 a. m. hove to and sent a boat on board of the English four-master *Sarah Sands*, from East Indies for Falmouth, 140 days out. Refused to take a discharged seaman (English) to England. Real John Russell diplomats, these fellows. At daylight other sails were descried, until seven were in sight at one time, probably not a Yankee among them, as they are all steering for Europe. Among the number we recognize the four-master we boarded last night, though it puzzles us to conceive how she could be here, as we steered S. and she E. N. E. when we parted. Showed United States colors (10 a. m.) to an English bark, and at 1 p. m. hove to an obstinate Hamburg bark that refused to show colors until we were nearly upon him and had fired a gun. Latitude $30^{\circ} 23'$, longitude $40^{\circ} 42' 45''$. At 3 p. m. an English and French ship passed us, all traveling in this long procession to Europe. The weather is looking unsettled. Just at nightfall another English (Maltese) brig passed.

Friday, February 27.—Cloudy, with slight showers of rain; wind light from the northward. Barometer high, and has been high for a month past without exception. At 8:30 showed United States colors to a Portuguese bark. All nations but the Yankee nation! Latitude $30^{\circ} 19'$, longitude $40^{\circ} 1'$. Gave chase to two ships ahead. The first proved to be an English ship, the second the North American ship *Washington*, of New York, which we hove to with a shot, after firing two blank cartridges, and captured. This ship having a cargo of guano on board from the Chincha Islands, on account of the Peruvian Government, consigned to their agents in Antwerp, released her on ransom bond and sent all the prisoners on board of her, and at 9:30 filled away. At 10:30 spoke and hove to an English ship from the East Indies laden with silk and wines. Sent to England by her a discharged boatswain's mate and fireman.

Saturday, February 28.—Clear and fine and calm. Several sail in sight; some that we overhauled yesterday, and others not before seen. Latitude $30^{\circ} 7' 43''$, longitude $39^{\circ} 38' 30''$. Made the ratings to fill up the vacancies caused by the two men discharged. In the afternoon a light breeze sprung up from northward and westward; came up with and signaled an English ship and an English bark, both from the East Indies. At 8 p. m. sent a boat on board of a French ship from Batavia for Nantes.

Sunday, March 1.—Cloudy, with the wind light from the westward. Soon after daylight hove to and captured the ship *Bethiah Thayer*, of Rockland, Me. Released her on ransom bond, she being loaded with guano on behalf of the Peruvian Government. Latitude $29^{\circ} 50' 7''$, longitude $38^{\circ} 31'$. Chasing to leeward. At 11 mustered the crew and read the articles of war. After a chase of seven hours—the longest we have had—we came up with an English bark from Bahia for Liverpool. Just at night we met, on the opposite tack, an English (Maltese) brig. Shortened sail.

Monday, March 2.—Weather fine, though somewhat hazy; wind light from the northward. Soon after daylight wore ship to intercept a sail on the starboard quarter. She proved to be the American ship *John A. Parks*, of Hallowell, Me. Captured her, and after transferring on

board such provisions and stores as we wanted, and the crew, set fire to her about 4 p. m. Papers to the 10th February. Gratified to learn the escape of the *Florida*. We have thus doubled our means of destroying the enemy's commerce. Good news, too, of Ingraham's operations off Charleston. Latitude $29^{\circ} 25'$, longitude $37^{\circ} 47'$.

Case of the ship John A. Parks.

Ship under United States colors and register. Cargo, white pine lumber, laden on board at the port of New York. The cargo was shipped by Edward F. Davidson, who appears, from the statement of the master, to be a large lumber dealer, and is consigned to Messrs. Zimmerman, Fairs & Co., at Montevideo or Buenos Ayres. Annexed to the bill of lading is what purports to be an affidavit sworn to before "Pierrepont Edwards," who signs himself as "vice-consul." Above his name are the words "By the consul," from which it appears he professes to act for the consul, and not for himself as "vice-consul." The affiant is Joseph H. Snyder, who describes himself as of "128 Pearl street, New York." He states that the cargo was shipped by Edward F. Davidson "for and on account of John Fairs & Co., of London, etc." First as to the *form* of this affidavit: A vice-consul is one who acts in place of a consul when the latter is absent from his post; and, when this is the case, he signs himself as vice-consul, and his acts take effect *proprio vigore*, and not as the acts of the consul, which this act purports to do. Further, the master was unable to verify this document, which, to give it validity, he should have been able to do, he declaring that he could not say whether it was a forgery or not. "Although, as has been said, the ship's papers found on board are proper evidence, yet they are so only when properly verified; for papers by themselves prove nothing and are a mere dead letter if they are not supported by the oaths of persons in a situation to give them validity." (3d Phillimore, 394.) Further, Valin sur l'Ordonnance says:

Il y a plus, et parce que les pièces en forme trouvées à bord, peuvent encore avoir été concertées en fraude il a été ordonné par arrêt de conseil du 26 Octobre, 1692, que les dépositions contraires des gens de l'équipage pris, prévau-droit [prévaudroient?] à ces pièces.

The latter authority is express to the point that papers found on board a ship are not to be credited if contradicted by the oath of any of the crew, and I take it that an inability to verify amounts to the same thing. For if this had been a bona fide transaction it was the duty of the party interested to take the master before the consul to witness the taking of the deposition, so that he might verify "the paper" if captured. But why should Mr. Snyder be the party to make this affidavit? He was not the shipper, but Davidson, a lumber dealer; and Davidson, who, if he sold the lumber at all, must have known to whom he sold it, was the proper person to testify to the fact. Further, the master says that Snyder bought the lumber from Davidson, as he was informed by his (the master's) brother, who was the owner of the ship. If so, then Snyder, being the owner of the lumber (whether on his own or foreign account it matters not), was the real shipper, and not Davidson, and the proper person to consign it to the consignees, either in his own name or the name of his principal if he were an agent. But the bill of lading and Davidson's letter to the consignees show that Davidson was both the shipper and the consignor. The ship was also chartered by Davidson and \$13,000 freight money paid in advance, for which Davidson required the owner of the ship to secure him by a

policy of insurance against both marine and war risk, the policy made payable to him (Davidson) in case of loss. Two questions arise upon this policy: First, why, if the property were bona fide neutral (the cargo itself was also insured, in London), the war clause should be inserted; and, secondly, why Davidson should make the policy payable to himself. If he advanced this freight money on the credit of the London house, he had no insurable interest in it. And if the lumber really belonged to the London house, and was going to their partners or agents at the port of delivery, why should Davidson pay the freight in advance at all? And if Snyder purchased the lumber of Davidson, why should Snyder not have made the advance for his principal, instead of Davidson? The conclusion would seem to be that Davidson was shipping this lumber on his own account to agents in whose hands he had no funds or credits, and, as the lumber might not be sold readily, the ship could not be paid her freight unless it were paid in advance. Further, the ship had a contingent destination. She was either to go to Montevideo or Buenos Ayres, as the consignees might find most advantageous. This looks very much like hunting for a market. But further still: Although Davidson prepares a formal letter of consignment to Zimmerman, Fairs & Co. to accompany the consular certificate, he at the same time writes another letter, in which he says:

The cargo [of the] *John A. Parks* I shall have certified to by the British consul as the property of British subjects. You will find it a very good cargo and should command the highest prices.

How is Davidson interested in the price which this cargo will bring, if it belongs, as pretended, to the house in London? And if Davidson sold to Snyder, and Snyder was the agent of the house in London, Davidson should have still less concern with it. In this same letter, in which a general account of recent lumber shipments is given, the following remarks occur:

Messrs. Harboek & Co. have a new bark, *Anne Sherwood*, in Portland, for which they have picked up in small lots a cargo [of] lumber, costing them \$20 per M. I have tried to make an arrangement for it to go to you (on account of John Fairs & Co., of London?) but they as yet only propose to do so, you taking one-half interest, at \$25 per M. and freight at \$18, payable at your (port?), which is too much. If I can arrange it on any fair terms I will do so for the sake of keeping up your correspondence with H. & Co."

This letter would seem to show that Zimmerman, Fairs & Co. are favorite consignees with Davidson, and that he not only consigns his own lumber to them (for it must be remembered that he is a lumber dealer), but endeavors to befriend them by getting them other consignments. It may be that Davidson in New York, John Fair & Co. in London, and Zimmerman, Fairs & Co. in Buenos Ayres are all connected in this lumber business, and that the trade is attempted to be covered under the name of the London house, or it may be that Davidson is the sole owner or a joint owner with Zimmerman, Fairs & Co. In either case the property is condemnable, and, being shipped by the house of trade in the enemy's country, ship and cargo condemned.

P. S.—See also bill of this lumber, as furnished the ship by "Flint & Hall," on account of "E. F. Davidson."

Tuesday, March 3.—Weather very fine, with the wind light from the northward and westward. Last night we sent on board of the English bark that passed near the burning prize Captain Cooper, his wife, and two nephews for passage to England. Latitude $28^{\circ} 42'$, longitude $36^{\circ} 59' 45''$.

Wednesday, March 4.—Standing to the southward under easy sail. Latitude $27^{\circ} 2'$, longitude $35^{\circ} 41' 30''$.

Thursday, March 5.—Latitude $26^{\circ} 4' 5''$, longitude $35^{\circ} 23'$.

Friday, March 6.—At noon sent a boat on board of a Spanish brig from Santander for Havana. Latitude $25^{\circ} 9'$, longitude $35^{\circ} 20'$.

Saturday, March 7.—At meridian sent a boat on board of an English brig, from London for Bermuda. English papers indicate a quiet session of Parliament. All parties seem to be agreed to keep aloof from the American war. The English people are looking on as amateurs on a bull fight. Latitude $24^{\circ} 30'$, longitude $35^{\circ} 12'$.

Sunday, March 8.—Chased two sail, the first a Norwegian bark and the second an English schooner, both steering to the westward. Showed them the United States colors. Latitude $22^{\circ} 36'$, longitude $34^{\circ} 32'$. In the afternoon chased a third, an English bark, to which also we showed the United States colors. Weather clear with strong breezes, apparently the "trades." Whether the ships be going east or west, we do not find many Yankees among them.

Monday, March 9.—Latitude $20^{\circ} 22'$, longitude $33^{\circ} 53'$.

Tuesday, March 10.—Latitude $18^{\circ} 26'$, longitude $33^{\circ} 17'$. Ugly, squally night, with a rough sea.

Wednesday, March 11.—The gale still continues, wind E. N. E. For four days now we have been rolling and tumbling about, with the wind roaring day and night through the rigging. Latitude $16^{\circ} 18'$, longitude $32^{\circ} 36'$.

Thursday, [March] 12.—Clear, but hazy; wind still blowing a moderate gale, and the ship still under close-reefed topsails. I am well to the eastward, and have had no lack of wind. Latitude $13^{\circ} 57' 24''$, longitude $31^{\circ} 47'$. We are still wearing thick clothes and sleeping under a couple of blankets. For the last five days we have had low-flying trade clouds, occasionally discharging the merest sprinkle of rain, and the sky beyond has been of a dull gray or leaden color, our vision being circumscribed within 8 or 10 miles by the haze or gloom. Nothing has been seen since the 8th, and, indeed, we could with difficulty have boarded a vessel; so, perhaps, it is as well. The seaweed has entirely disappeared, and a flying-fish is rarely seen.

Friday, March 13.—The wind has moderated somewhat, but the hazy weather and gray sky continue. We ought to begin to see sails hereabout. Latitude $11^{\circ} 31' 20''$, longitude $31^{\circ} 25'$.

Saturday, March 14.—Weather as for the last week; wind fresh from the N. E., with a heavy sea; sky dull and gray, and humid clouds passing swiftly overhead. The barometer has been steadily falling (with occasional slight risings and fallings) for the last eight days, and is now at 29.96, about the usual standard of the trade winds, the region of high barometer being on the outer edge of the trade belts. It is getting a little warm to-day, though the gauze-like gray curtain interposed between us and the sun prevents his heat from being at all oppressive. Latitude $9^{\circ} 24' 18''$, longitude $31^{\circ} 48'$.

Sunday, March 15.—Last night, at ten minutes before 12, the cry of "Sail ho! close aboard," was suddenly heard from one of the lookouts, and in five minutes more (owing to the obscurity of the night) we were within hailing distance of a large ship, standing on a wind to the northward and westward. Our hail not being answered, we wore ship (for our head was in the contrary direction), turned the double reefs out of the topsails, and made sail in chase. By the time we got sail and headway on the ship the stranger was some 3 miles ahead. At 3:15 a. m. came within a few hundred yards of the chase and hove her to with a blank cartridge from the bow gun. She proved to be the American ship *Punjaub*, of Boston, from Calcutta for London, and having an

English cargo on board, as appeared from the sworn affidavits among the papers and from the nature of the voyage (from one British port to another) and the cargo—jute and linseed—she was released on ransom bond for \$55,000. Put on board of her the prisoners from the last prize burned, and at daylight made sail to the southward and eastward. Wind light, and weather cloudy and hazy. Latitude $8^{\circ} 36' 18''$, longitude $31^{\circ} 43' 30''$.

Monday, March 16.—Weather semiclear and hazy. Soon after daylight a sail was descried in the E. S. E. Made sail in chase, and at 8 a. m. showed United States colors to the English ship *Hermione*, from Mauritius for Cork. Wind light from the N. E., and the heavy sea which we have had for the last twelve days subsiding. Exercised the crew firing at target with rifles. Latitude $7^{\circ} 46'$, longitude $30^{\circ} 21' 45''$. The Yankee ships seems to have avoided the usual track, the *Punjaub* reporting that she boarded one, bound to Brazil, near the line, in longitude 23° . This is to avoid the turning point of San Roque.

Tuesday, March 17.—Wind light from N. E., weather hazy and sky gray. Standing off and on our position of yesterday, in the usual track of outward-bound vessels, but no luck as yet. St. Patrick's day, "spliced the main brace." Latitude $7^{\circ} 53' 49''$, longitude $30^{\circ} 34' 45''$.

Wednesday, March 18.—Latitude $7^{\circ} 14' 50''$, longitude $29^{\circ} 26' 27''$.

Thursday, March 19.—Latitude $5^{\circ} 59'$, longitude $28^{\circ} 1' 45''$.

Friday, March 20.—Latitude $4^{\circ} 32'$, longitude 27° .

Saturday, March 21.—Cloudy, with squalls of rain, and the wind shifting, indicating that we are losing the "trades." It was pleasant to hear the thunder roll, for the first time in several months, sounding like the voice of an old friend, and the crew seemed to enjoy a ducking from the heavy showers, these being a novelty. Just before noon a couple of sail were discovered in the N. E. Wore ship and stood for them. Nearly calm. Latitude $2^{\circ} 47' 30''$, longitude $26^{\circ} 23' 30''$. In one hour afterwards a third sail was descried. These vessels were all standing to the southward. Gave chase, and at nightfall showed the United States colors to the nearest of the three sail (a ship), which responded with the Dutch colors.

Sunday, March 22.—Latitude $2^{\circ} 11' 30''$, longitude $26^{\circ} 24'$. No observation for latitude for two days. Rains and calms all day; officers and crew alike paddling about the decks in their bare feet and enjoying the pelting of the rain like young ducks. Just at nightfall (a breeze having sprung up from the N. W.) we came up with and showed United States colors to an English bark, another of the three sail we saw yesterday. The third was still to leeward and some distance ahead, but as she had kept company with us a day and a night I take it for granted that she is not United States.

Monday, March 23.—At 8:30 a sail reported one point on the port bow (head S. S. E. $\frac{1}{2}$ E.). Made sail. Barometer 29.85. At meridian came up with and captured the U. S. ship *Morning Star*, of Boston, from Calcutta for London. As this ship was bound from one neutral port to another, and as her cargo was regularly documented as neutral, I released her on ransom bond. Latitude $2^{\circ} 8' 10''$, longitude $26^{\circ} 8' 45''$. In the afternoon the weather became clear and bright. Chased and came up with a topsail schooner just at nightfall. She proved to be the U. S. whaling schooner *Kingfisher*, of Fairhaven, Mass. Brought the crew on board, took out some provisions, cordage, etc., and burned her. She had a crew of 23 persons, all Portuguese, except the master, mate, and one or two others. The master was an old man, who told me that he was one of the only three persons in Fairhaven who voted for Breckinridge, etc.

Tuesday, March 24.—At 10 a. m. three sail in sight. Showed United States colors to a Spanish ship; showed same colors to an English ship. Latitude $1^{\circ} 41' 10''$, longitude $26^{\circ} 13' 45''$.

Wednesday, March 25.—In the forenoon sent a boat on board of an English bark and an English brig, and got some English newspapers, but no news from the States later than we had already received. The abolition societies in England are bestirring themselves in support of President Lincoln's proclamation. Just at nightfall we came up with two ships, both of which proved to be United States, one the *Charles Hill*, of Boston, from Liverpool for Montevideo, and the other the *Nora*, of Boston, from Liverpool for Calcutta. Captured them both, and commenced removing from them such articles of stores (coal included) as we needed. Engaged at this all night. Chased also and sent a boat on board of a Sardinian bark, which had been represented by one of the crew of the captured vessels as Yankee. Latitude $1^{\circ} 22'$, longitude $26^{\circ} 8' 30''$.

Case of the Charles Hill.

Ship under United States flag and register, laden with salt (value in Liverpool, 6 shillings per ton), under charter party with H. E. Falk to proceed from Liverpool to Montevideo or Buenos Ayres. No claim of neutral property in the cargo. Ship and cargo condemned.

Case of the Nora.

Ship under United States flag and register, laden with salt, under charter party with W. N. de Mattos, of London, to proceed to Calcutta. In the bill of lading the cargo is consigned to "order," and on the back of the bill is this endorsement:

I hereby certify that the salt shipped on board the *Nora* is the property of W. N. de Mattos, of London, and that the said W. N. de Mattos is a British subject, and was so at the time of shipment.

H. E. FALK,
Agent for W. N. de Mattos.

At the bottom of this signature is "R. C. Gardner, Mayor," presumed to be intended for the signature of the mayor of Liverpool. As this statement is not under oath, and as there is no seal attached to it, it does not even amount to an *ex parte* affidavit. Vessel and cargo condemned.

Thursday, March 26.—Cloudy, calm, light airs, and rainy. Engaged all day in transporting coal and provisions from the two prizes. Having completed this, soon after nightfall, got the prisoners on board (a woman among the number), and about 9 p. m. fired the two ships. Calm for several hours. Latitude $1^{\circ} 12' 49''$, longitude $26^{\circ} 32' 45''$.

Friday, March, 27.—Shipped half a dozen seamen from among the prisoners. Several of my rascals have gotten drunk as usual, when they can get liquor on board the prizes, which they do sometimes, in spite of all precautions, and these are sometimes my best men, who can be trusted with everything but whisky. The following is the copy of a letter found on board the *Charles Hill*:

BOSTON, October 18, 1862.

DEAR SIR: I have received your several letters from Philadelphia. As a rebel privateer has burned several American ships, it may be well if you can have your bills of lading endorsed as English property, and have your cargo certified to by the English consul.

Captain F. PERCIVAL.

The burning ships are still in sight, advertising our whereabouts for 30 miles around in a column of smoke.

Saturday, March 28.—The line weather still continues, viz, light airs and rain. At 11 a. m. sent a boat on board of an English bark. The average range of the barometer in the equatorial calm belt has been about 29.90. Latitude 46', longitude 26° 19'.

Sunday, March 29.—Latitude 18' N., longitude 26° 10'. Crossed the equator at 5 p. m. in the midst of a dense rain squall, with lowering black clouds and wind from the S. W. In chase of a sail, but we lost her in the gloom.

Monday, March 30.—At 10 a. m. sent a boat on board of an English bark; a French ship also in sight. Experienced a S. E. current at the rate of a knot and a half an hour for the last twenty-four hours. Latitude 34' S., longitude 25° 35' 15''.

Tuesday, March 31.—A flat calm for the last twenty-four hours, indeed, for the last thirty hours; in this time the ship having been marked 1½ miles. In the meantime, we have drifted again 20 miles about S. E. by E. ½ E. Two English barks and one French ship in sight. Latitude 39', longitude 25° 19'.

Wednesday, April 1.—Latitude 1° 23' S., longitude 25° 20' W.

Thursday, April 2.—A sail, some 10 miles ahead of us S. by W. Latitude 2° 10' 51'', longitude 26° 2'.

Friday, April 3.—The wind this morning hauled round to S. W. and blew very fresh in a squall for several hours, accompanied with rain. About noon the thick weather shut out from view a ship we were chasing ahead S. by E. Latitude 2° 52', longitude 25° 58'. In the afternoon a steady rain set in, the weather becoming so obscure that we had scarcely a horizon of a mile. Although the chase was not more than a mile or two ahead of us, we sometimes lost sight of her for an hour at a time. At 5:30 we came up with and boarded the chase, which proved to be a Frenchman.

Saturday, April 4.—At 9 a. m. gave chase to a ship, in pursuit of which we continued all day. At 8:30 p. m., having neared the chase within a couple of miles, and the wind becoming light, dispatched a whaleboat to board her, she having shown the United States colors just before sunset. The boat reached her about 10 p. m. and wore her round and ran down under our lee. She proved to be the *Louisa Hatch*, of Rockland, Me., from Cardiff, with coal, for Point de Galle. Latitude 3° 12' 4'', longitude 26° 9' 45''.

Case of the Louisa Hatch.

Ship under United States colors and register. Among the papers is a charter party, dated London, 1st January, 1863, executed between John Pine & Co. and William Grant, the master, by which the ship was chartered to take coal to Point de Galle, Ceylon, or Singapore, as ordered, etc. Without any assignment of this contract, as far as appears, the ship seems to have been loaded by entirely new parties, to wit, by one J. R. Smith, who describes himself as the agent of Hippolyte Worms, of Cardiff. By the bill of lading the ship is to proceed to Point de Galle and there deliver the coal to the company of Messageries Impériales. On the back of the bill of lading is the following certificate:

I certify that the within cargo is French property, having been shipped by order for the account of the Messageries Impériales.

This certificate is signed by Mr. Smith, but is not sworn to, nor is the order or any copy of the order to ship this cargo to and on account

of the Messageries Impériales found among the papers. As the ship was not chartered by any agent of this company, and as the coal was not shipped by any such agent, Smith being the agent of Worms, and Worms not being described as the agent of the company, the presumption is that if there was any order at all in the case, it was a mere general understanding that the company would pay so much per ton for coal delivered to them at their depots, the property remaining in the shippers until delivery. The presumption, in the absence of proof, is that this cargo, being on board an American ship, is American, shipped on speculation to the far East by the owner or his agent in Cardiff; and we have seen that there is no legal evidence in the case, the unsworn certificate of Mr. Smith not even amounting to an *ex parte* affidavit. Ship and cargo condemned. Probable value of cargo in Cardiff, \$2,500. Cost of coal in Brazil, \$15 to \$17 per ton.

Sunday, April 5.—Weather fine, with the wind light from south. Prize in company. At 10 a. m. showed United States colors to an English bark, from Lisbon for Rio. Mustered the crew and read the articles of war. Latitude $3^{\circ} 25' 15''$, longitude $27^{\circ} 4'$.

Monday, April 6.—Morning beautiful and clear. Soon after breakfast I was induced to get up steam on the representation that we had passed a Yankee whaling schooner to windward of us. Gave chase, and almost immediately the weather became dirty, with rain squalls, obscuring everything at intervals. I chased the supposed whaler (running away from the prize, and anxious lest I should lose her in the thick weather) some 14 miles and came up with a little green-painted Portuguese. Latitude $3^{\circ} 46'$, longitude 28° .

Tuesday, April 7.—One of the most temper-trying of the contretemps of a seaman's life is, when your position is such as to render your latitude very important to you, to have a rain squall come up just before it is time to look out for the sun, and to rain and obscure everything until it is a very [few] minutes too late for you, and then to have the sun shine out brightly, as if in mockery of your baffled desire. Such was the case to-day, this being the second day we are without an observation for latitude. But I endeavor to profit by these trials, as they teach me a lesson of humility. What is man, that the sun should shine for him? And then, in our stupidity, we fail to see things in their true light; all the occurrences of nature, being in obedience to wise laws, must, of course, be the best. Latitude $3^{\circ} 57'$, longitude $30^{\circ} 7' 30''$.

Wednesday, April 8.—Rain, rain, rain, nearly all last night, and pouring this morning. Sometimes the prize, only half to three-fourths of a mile off, lost to view in the thick gloom. Atmosphere inelastic, warm, and exceedingly oppressive. Just before noon the sun showed himself through his humid veil of clouds, and I was lucky enough to get latitude the first time in three days. Latitude $4^{\circ} 1' 37''$, longitude, D. R., $31^{\circ} 17'$. Current about S. W. by W., at the rate of $1\frac{1}{2}$ knots per hour. We had a deluge of rain during the night, with the wind shifting to all points of the compass, and a squall from the S. W. Lost sight of the prize after 10 p. m.

Thursday, April 9.—Rain until 4 a. m., when it cleared and the sun rose and beat down upon us with great force as the day advanced; air humid and oppressive; calm. Thought we saw the land, but are not sure; saw the prize soon after daylight, and made two other sail. Current S. W. by W., 1 knot per hour. Getting things dry after the deluge. Latitude $4^{\circ} 8'$, longitude $32^{\circ} 1'$.

Friday, April 10.—After a tedious delay, arising from calms and light and baffling winds, I got up steam last night and took the prize in tow,

and at the same time started a couple of boats to coaling to guard against contingencies. But the coaling did not succeed, and after receiving about 5 tons we discontinued it. The lowest speed we could give the ship was too great to warp the boats against, and so whenever a boat was ready to be hauled on board we were obliged to stop the engine. We soon began to part our towlines by these stoppages and starting, and it took a long time to get the line fast again; and so after a sleepless night, during which, as I lay in my cot trying to sleep, it seemed as if a dozen Stentors on deck were rivaling each other in making the night hideous, I sent word to get the boats run up again and to continue our course to Fernando de Noronha without interruption. At daylight we made two peaks of the island a long way off, some 38 or 40 miles, and in the afternoon, at 2:30, we came to, with the peak bearing S. W. $\frac{1}{2}$ S. and the northeast end of Rat Island N. E. by E. $\frac{1}{2}$ E.; depth of water, $13\frac{1}{2}$ fathoms. Anchored the prize near us. But for our steam, we should have been still drifting to the S. W., as the day has been nearly calm throughout. Fernando de Noronha, on the wayside of the commerce of all the world, is sighted by more ships and visited by fewer than [any] other spot of earth. It is a broken, picturesque volcanic rock in mid ocean, covered with a pleasing coat of verdure, including trees of some size, and the top of the main island is cultivated in small farms, etc. Awfully hot when the sun shines, and, indeed, when he does not shine. Just after dark hauled the prize alongside and commenced coaling.

Saturday, April 11.—Last night the two ships lay alongside of each other so roughly, and we received so much damage (our forechannels being crushed in and maintopsail yard carried away) that we were compelled to haul the prize off and continue coaling by means of our boats. The authorities on shore having hoisted no colors, we have not set ours to-day. We were visited this morning by a couple of gentlemen from the shore bearing a letter from the governor in reply to an enquiry which I had caused the paymaster to address to him on the subject of supplies. Their interpreter very naively informed me that he was a German, who had been sentenced to banishment here from Rio, and that he had a year and a half to serve. This was said while my servant was drawing the cork of a champagne bottle, the forger (for such was his offense) taking his glass of wine with the rest. The governor informed me that I could procure supplies of beef, fresh pork, fowls, etc., and that he would be glad to exchange these articles with me for flour, wine, sugar, coffee, etc. I was glad to find that he raised no question of neutrality, though he had no doubt been informed by a boat's crew from the shore that got the information on board that the ship in my company was a prize. He kindly invited me to visit the shore. During the night (1 o'clock) we had a surprise in the way of a strange steamer making her appearance, coming round the point of Rat Island. I had all hands called to quarters and the battery got ready, fires stirred, and chain ready for slipping. Although she came within a mile of us, with the intention, as we thought, of coming to anchor, she kept on her course to the southward, and we piped down, the men, much fagged from coaling, not having lost more than half an hour's rest by the operation.

Sunday, April 12.—The exigencies of war compel me to work to-day in coaling ship. Weather clear, and very hot during the morning, clouding about noon, and raining very heavily for several hours. I visited the island this morning in company with the surgeon and called on the governor. The surf was too heavy to land in our boat, but we

found a balsa moored a short distance from the shore, and, transferring ourselves to this, we were very skillfully put through the surf by three or four naked fellows, two of them not even having a breechcloth about their loins. Fine, well-made fellows they were, too. We found horses in waiting, and rode about a mile to the village and residence of the governor, a major in the Brazilian army, passing an immense sand drift, which we had not expected to find on this volcanic rock. We found the governor at breakfast, and he insisted upon our seating ourselves and making a second breakfast with him, in company with his wife—a sprightly, bright mulatto—and a pretty girl, quite white, of about 16, and the padre. After breakfast we were introduced to a number of what appeared to be the gentry of the island, and who had assembled thus early to meet us. Having smoked and chatted awhile, we remounted for a ride over the island. We were not in the saddle more than twenty minutes when one of those showers so sudden in this climate overtook us, and gave us a complete drenching. We had other showers during the day, but we were compensated by the sun hiding himself during our entire ride. We passed under the shadow of the gigantic peak, and soon reached the summit of the island, which spreads out into a most beautiful and productive plain of some 200 or 300 acres. The soil is a fruginous [frugiferous] clay of the richest description, and covered with the densest of vegetation, of wild grapes, Indian corn, the cotton plant, the castor bean, etc. We stopped a few minutes to examine a manioc manufactory. Continuing our ride, we passed through a small but dense forest to a cocoanut plantation in the southwestern part of the island, where we found the watermelon growing in its choice soil, sand. Here we took shelter again from another heavy rain and got some fine grapes. While waiting for the shower to pass I had quite a talk with the governor on various topics, among others on the state of the mixed races in Brazil, slavery, etc. The island at the season at which we visited it was a gem of picturesque beauty, exceedingly broken and diversified with dells and rocks and small streams, etc. It was the middle of the rainy season. The little mountain paths as we returned became little brooks, that hummed and purred on their rapid course. I took pains to inform his Excellency that my tender was a prize, so that he might be under no misapprehension. Number of convicts, 1,000; whole number of population, 2,000. The governor expressed himself our very good friend, etc. Got on board about 5 p. m.

Monday, April 13.—Another rainy day; showers very heavy, but still we continue our coaling. Wind from the northward and westward, and, though light, there is considerable sea on. The bad weather continued all day, and the night having set in with threatening appearances I caused everybody to be brought on board from the prize, to guard against the possibility of her being driven on shore and endangering life. I had the steam got up and the chain ready for slipping, and was fearful that I should be obliged to slip, but we held on during the night. Night very dark, with heavy rain and much sea on.

Tuesday, April 14.—Wind this morning from about W. S. W.; weather still lowering. Our friends came off from the shore again this morning, bringing the fresh provisions ordered for the crew. Everything is very dear here, meat 40 cents per pound, but still my crew has been so long on salt diet that fresh is an antiscorbutic necessity for them. I have arranged to sell 40 or more tons of coal for a Brazilian schooner there is in the harbor, and had a proposition for purchasing the prize,

which I offered to sell as low as \$20,000, but this sum alarmed them, they saying that there was not so much money in Fernando de Noronha. Continued our coaling.

Wednesday, April 15.—Weather clear, wind light from the eastward. Finished coaling ship this morning. At about 11 a. m. a couple of whaleboats from two vessels in the offing pulled into the harbor, went on board our prize, and thence to the shore. Although the two masters were told that we were the *Troquois*, they seemed at once to have comprehended the true state of the case, and to have made haste to put themselves out of harm's way. We were an hour and more getting up steam and weighing our anchor for the chase, and if, in the meantime, these whaling captains had pulled out to their ships and run them to the shore, so as to get within the league, they might have saved them. We gave chase, and came up to them both on the south side of the island, about half-past 3 p. m., and captured them both, both of them being without the league; one, the hermaphrodite brig *Kate Cory*, of Westport, and the other the bark *Lafayette*, of New Bedford. The bark we burned, and the brig we brought in to the anchorage, arriving after dark—about 7 p. m. We sounded in 13 fathoms on a bank on the south side, on the southern extremity of which there is a breaker lying out about $2\frac{1}{2}$ to 3 miles. There is also a reef off Tobacco Point, running out half a mile. We saw no other dangers. Our prize illumined the heavens nearly all night, and threw up a lengthy column of smoke next day. No papers were found on board the bark *Lafayette*.

Thursday, April 16.—Weather clear, wind light from the southward and eastward. Our banner of last night, a lurid flame, is a tall column of smoke, advertising us for 25 or 30 miles around. My first intention was to ship all my prisoners, amounting to about 110, in the prize brig, but the governor having consented to my landing them I am busy to-day getting them on shore, with their baggage and provisions, and receiving provisions from the *Louisa Hatch*. Sun very warm. The governor paid me a visit this morning and requested that I would write him on the subject of the captures yesterday, stating the fact (with which he was satisfied, or at least to which he made no objection) that they were captured beyond the league from the land, and requesting permission to land the prisoners, in order that our understanding should assume an official shape, which I did.

Friday, April 17.—The weather still continues very warm; wind light from the S. E., and cloudy. Busy receiving and stowing away provisions, replacing the coal consumed, and getting ready for sea generally. Sent up the new main topsail yard and bent the sail. The landing of so many prisoners amid so small a population has created great excitement, and the excitable Brazilians are discussing among themselves and with the Yankee captains the question of the American war with great vehemence. Several sail have been reported, as usual. The afternoon set in rainy, and the rain continued at intervals all night. Toward nightfall sent the two prizes, *Louisa Hatch* and *Kate Cory*, a league outside the island and burned them. Received four recruits from the *Louisa Hatch* and more volunteered, but I am full.

Saturday, April 18.—Morning cloudy, with the wind light from the S. E. Loosed sails to-day. I am anxiously expecting the arrival of the *Agrippina*, my storeship, from England, which was ordered to rendezvous here; not so anxiously, however, as if my coal bunkers were empty. But she has a couple of additional guns on board that would make an important addition to my battery. Afternoon showery.

Sunday, April 19.—Rain in the morning, with light airs and calms. Our steam tubes are leaking badly, and I am afraid the leaks will increase so as to give us trouble. Every time we get up steam, even a few pounds for condensing water, we find that large quantities of hot water flow into the hold; 8 inches escaped in about twelve hours yesterday. Unfortunately, too, this tubing is laid so low in the bottom of the ship as to be out of reach for examination or repairs without being taken up. The governor sent me off a fine turkey and some fruit, and his lady a bouquet of roses. The roses were very sweet, and made me homesick for awhile.

Monday, April 20.—A dull, heavy, rainy day, the rain coming down at intervals in torrents, as it is wont to do in this region. Still lying at our anchors, waiting for the *Agrippina*. She should be out thirty-five days to-day from Cardiff. In the afternoon the rain ceased, except an occasional light sprinkle, but the dull canopy of clouds did not break, and we had a strong breeze from the S. E. for four or five hours, indicating the approach of the "trade" to this latitude.

Tuesday, April 21.—Morning clear, but not bright; wind light from the S. E. The island, after the rain, is blooming in freshness and verdure, and as my eye roams over its green slopes and vales, looking so peaceful and inviting, I long for the repose and quiet of peace in my own land. I do not think it can be far off. Fresh "trade" in the afternoon. Toward night the Brazilian schooner sailed with a load of our prisoners.

Wednesday, April 22.—Cloudy, with squalls of rain. At 9:30 a. m. got underway, under steam, and stood to the eastward. Cut away four whaleboats that the islanders might have a scramble for them. They soon started in chase. Steamed due east about 45 miles, let the steam go down, and put the ship under sail. No sail seen.

Thursday, April 23.—Morning rainy and squally, weather clearing somewhat as the day advanced. Wind light from about E. S. E. We have seen no sail for three days in the vicinity of Fernando de Noronha, which is quite remarkable. Latitude $4^{\circ} 42' 12''$, longitude $31^{\circ} 49'$. Some westerly current. Made a sail in the afternoon, and tacked and chased for about an hour, but abandoned the chase about 4 p. m., she being too far to windward.

Friday, April 24.—At 2 a. m. wore ship in chase of a sail close aboard, and in the course of an hour fired a blank cartridge and came up with the U. S. whaling bark *Nye*, of New Bedford, out thirty-one months, with 425 barrels sperm and 75 barrels whale oil. Captured her, brought her crew on board, consisting of twenty-four persons, and at 7 a. m. fired her and filled away on our course. She had been eleven months without going into port. Latitude $5^{\circ} 45' 15''$, longitude $31^{\circ} 53'$. Among our prisoners is a former lieutenant of marines from Pennsylvania. He was steward of the whaler. Westerly current of about 15 miles.

Saturday, April 25.—Latitude $6^{\circ} 22' 11''$, longitude $31^{\circ} 44'$.

Sunday, April 26.—Latitude $7^{\circ} 36' 50''$, longitude $31^{\circ} 57'$. At 1:30 gave chase to a sail to the northward and eastward, and at 3 p. m. passed within a couple of miles to leeward of a ship which refused to show colors, although we had the United States colors flying. Tacked ship, and having gained somewhat on the chase, fired a blank charge from a bow gun, which brought her to. She finally showed United States colors, and proved to be the ship *Doreas Prince*, of and from New York, bound for Shanghai, out forty-four days and only three or four newspapers on board, all of the same date. As we had been some

seventy days without news, this was a disappointment. Got on board from the prize some provisions and stores, transferred the prisoners (twenty), and at 11:30 p. m. fired her and filled away. The master had his wife on board, not an uncommon case, much to our annoyance.

Case of the Dorcas Prince.

Ship under United States colors and register; no claim of neutral property among the papers; ship and cargo condemned. Cargo chiefly coal, probably for the United States ships of war in the East Indies.

Monday, April 27.—Latitude $8^{\circ} 16' 57''$, longitude $32^{\circ} 18' 45''$. Exercised at quarters.

Tuesday, April 28.—Latitude $8^{\circ} 19'$, longitude $31^{\circ} 40' 30''$.

Wednesday, April 29.—Latitude $8^{\circ} 22' 42''$, longitude $31^{\circ} 7' 45''$. I think we are a little too far to the eastward, and so I will run to the westward and try luck. In the afternoon overhauled and boarded a Hanoverian brig, from the Rio Grande for England.

Thursday, April 30.—Latitude $9^{\circ} 2' 26''$, longitude $31^{\circ} 39' 15''$.

Friday, May 1.—Weather fine and clear, wind light from northward and eastward; sea smooth. During the forenoon overhauled an English brig and an Austrian brig. The former was twenty-nine days from St. John, New Brunswick, and we got Nova Scotia papers to the 1st of April. The Yankees show no signs of relaxing in the prosecution of the war. By the meager telegraphic dispatches through Yankee sources we learn that Farragut has been badly defeated in an attack on Port Hudson. Latitude $9^{\circ} 17' 18''$, longitude $32^{\circ} 17' 30''$.

Saturday, May 2.—Weather fine and bright, but warm; wind light from the S. E.; sea smooth. This is an anniversary with me—my marriage day. Alas! this is the third anniversary since I was separated from my family by this Yankee war. And the destruction of 50 of their ships has been but a small revenge for this great privation. Latitude $9^{\circ} 37' 13''$, longitude $32^{\circ} 34' 30''$.

Sunday, May 3.—At 11 a. m. gave chase to a bark, which we came up with in about an hour and a half. She proved to be the bark *Union Jack*, of Boston. Captured her and stood in chase of a ship, which we overhauled in about an hour. She proved to be the *Sea Hawk*, of New York. Captured her. The former of these prizes was bound for Shanghai and the latter for San Francisco. At 7:30 p. m., having transferred the crews of the two ships, we fired them and stood on our course. There were three women and two infants in one of these ships (*Union Jack*), the master of which seemed to be a genuine Plymouth Rock man, taking his family to Shanghai to reside. Latitude $9^{\circ} 39'$, longitude $32^{\circ} 44'$. There was no claim of neutral property among the papers of either of these ships, except in the case of one Allen Hay, who was the shipper of 5 cases of crackers and 10 barrels of butter on board the *Union Jack*, and in this case a Thomas W. Lillie made oath before the British consul at New York that the said articles were shipped "for and on account of subjects of her Britannic Majesty." This certificate was of no force or effect for its indefiniteness, as decided in other cases. A claim of property must point out the owner or owners, and not aver that it belongs to the subjects of a nation generally. There must be some one designated who has the right to the possession of the property under the bill of lading. Certificate set aside and ship and cargo condemned.

Monday, May 4.—Overhauled during the day a Spanish and a Montevidean brig. Latitude $8^{\circ} 48' 51''$, longitude $32^{\circ} 34' 30''$.

Tuesday, May 5.—At 8:20 a. m. showed the United States colors to a Spanish brig. We have dates by the late captures up to the 27th of March. The Yankee papers appear to be jubilant at the state of affairs, especially at the prospect of our being starved. Latitude $10^{\circ} 0'$, longitude $32^{\circ} 45' 45''$.

Wednesday, May 6.—Latitude $10^{\circ} 24' 45''$, longitude $32^{\circ} 30' 30''$.

Thursday, May 7.—Latitude $12^{\circ} 8' 22''$, longitude $33^{\circ} 7'$. One of the passengers captured on board the *Union Jack* proves to be the Rev. Franklin Wright, late editor of a religious paper and consul to Foo-chow by recent appointment. I have detained his appointment and other public papers to prevent him from entering upon the performance of his functions.

Friday, May 8.—At 1 p. m. sent a boat on board a Norwegian brig, from Newcastle for Rio de Janeiro, sixty-two days out. Latitude $12^{\circ} 30' 49''$, longitude $33^{\circ} 52'$.

Saturday, May 9.—Latitude $12^{\circ} 55' 50''$, longitude $34^{\circ} 49'$. In the afternoon showed United States colors to an English hermaphrodite brig, steering N. E.

Sunday, May 10.—Boarded a Danish bark after nightfall. Latitude $13^{\circ} 29' 35''$, longitude $36^{\circ} 7' 45''$.

Monday, May 11.—Showed the United States colors to a Spanish brig. In the afternoon, about 5 p. m., ran in and anchored in the harbor of Bahia, in 10 fathoms water, with Fort do Mar bearing N. E. $\frac{1}{2}$ E., distant about half a mile. A Portuguese steamer the only vessel of war found here. No Yankee men-of-war had been here in some months. The health officer came on board just at nightfall. The *Agrippina* not here, and I begin to fear that some disaster has befallen her.

Tuesday, May 12.—Weather rainy. This morning the president sent a messenger to me with a copy of the *Diario de Bahia* of the 8th of May, in which appears a sort of proclamation or request addressed to me by the president of Pernambuco, desiring that I would leave Fernando de Noronha in twenty-four hours after the receipt of the same. This paper seems to be based upon certain false statements carried to Pernambuco by the Yankee prisoners whom I had sent to that place. It is alleged that I violated the neutrality of the island, etc. I replied to the president here that there was no truth in this statement, but that, on the contrary, I had paid scrupulous respect to the neutrality of Brazil. In reply to my communication the president informed me that I should be admitted to the usual hospitalities of the port, but the bearer of his dispatch took occasion to say that he hoped I would not delay more than three or four days, as the president was afraid of being compromised in some way. The master of an English bark came on board and informed me that he had coal and provisions for the *O. S. S. Japan* [*Georgia*], which was to meet him here on the 6th instant.

Wednesday, May 13.—Weather rainy. Early this morning a strange steamer was discovered at anchor about half a mile from us, and at 8 a. m., when we hoisted our colors, to our great surprise and delight, she, too, hoisted the Confederate flag. We then exchanged the established signals, and, upon sending a boat on board of her, we ascertained that she was the *Georgia*, Lieutenant Commanding [W. L.] Maury. [R. T.] Chapman and [W. E.] Evans, two of my *Sumter* lieutenants, were on board of her. The *Georgia* sailed from England about the 2d of April and armed at Ushant. Our ship has been crowded with visitors ever since we came in.

Thursday, May 14.—Morning cloudy and rainy, weather clearing about noon. At 12:15, with a party of officers from the *Georgia* and my own

ship, I took a steam tug and proceeded up the harbor to the railroad depot, at the invitation of the manager of the road, for an excursion into the country, which proved to be very pleasant. We passed along the whole front of Bahia, the lower town skirting the water and the upper town the crest of a semicircular height, the intermediate space being fine trees and shrubbery. The houses are mostly white and many of them very picturesque. The depot of the road is a tasteful and spacious iron building, situated in the middle of a green square, and the road itself is a very substantial job. We rode out 24 miles through a picturesque country, the road bordered for most of the way by the bay and lagoons and bayous, with beautiful little valleys occasionally opening on either hand, with their patches of sugar cane and cotton. On our return we sat down to a bountiful lunch, with champagne. Our hosts were attentive and agreeable, and we returned on board at dusk, after a very pleasant day. The English residents here have been very attentive to us. Our tug man, who was a Thames waterman, dodged in and out among the launches and vessels in a way that only a Thames man could do. The French mail steamer came in to-day and brought us news that the *Florida* was at Pernambuco.

Friday, May 15.—Weather fine. This morning a person in citizen's dress came on board and said that the president had requested him to ask me to show him my commission. I replied that I could have no objection to show my commission, but it must be to an officer of my own rank, and that this officer must come on board in his uniform for the purpose; that I could not show my commission to any person who might [come] on board in citizen's dress, bringing me a mere verbal message, and without any credentials of his rank, etc. I remarked, however, that it would give me pleasure to call on the president myself and exhibit it. To this he readily assented, and having appointed an hour for the interview, I went on shore, accompanied by my aid, and had a long and agreeable interview with his Excellency, who was a man of about 35 years of age, tall and delicate looking, with black eyes and hair. We discussed various points on the subject of neutral and belligerent rights, etc., and I took the occasion to repeat to him the assurances I had previously given him in my letter, that I had paid due attention to the neutral rights of Brazil during my visit to Fernando de Noronha Islands. I told him I only desired him to extend to me and to the *Georgia* the same hospitalities that he would extend to a Federal cruiser, but that I might say to him as an individual that we were in fact fighting the battle of Brazil on the slavery question, etc., and that we were entitled to warm sympathies of Brazil, etc. I arranged about coaling *Georgia* and this ship by means of launches, as there [were] port objections to the ship being hauled alongside. He seemed anxious that our stay should be as short as possible, lest our delay might compromise his neutrality in some way. He said that my sailors had been behaving very badly on shore, and indeed I knew they had. I told him he would oblige me by seizing the rioters and putting them in prison. This evening we were entertained very handsomely at the residence of Mr. Ogilvie, where we met all the English society of the place.

Saturday, May 16.—Captain Maury and myself dined with Mr. Patee. This morning the ship (*Castor*) from which the *Georgia* was coaling was ordered to be hauled off, and the operation suspended, the Yankee consul having alleged to the government that she had munitions of war on board.

Sunday, May 17.—This morning an officer came on board and read me a dispatch from the president, expressing displeasure at my remaining so long in the port, and directing me to proceed to sea in twenty-four hours. The same paper was read on board the *Georgia*. I replied that the government itself had caused our delay by prohibiting us from coaling from the ship from which we had purchased our coal, and that I could go to sea in twenty-four hours after this prohibition was removed, etc. A party of English gentlemen and ladies visited the ship this afternoon. We were crowded all day, besides, with miscellaneous visitors.

Monday, May 18.—Waiting patiently the decision of the authorities as to the coal ship *Castor*.

Tuesday, May 19.—This morning, at the request of the president, I went on shore to see him, and we had a long and animated discussion, in which he stated that he had certain proofs, adduced by the U. S. consul, to the effect that the coal ship *Castor* had been sent here to meet us, etc., and that under these circumstances (the ship being charged, besides, with having munitions of war on board) he felt it his duty to prevent us from coaling from her, but that we might have free access to the market, etc. The dirty little consul, too, had told him that I had shipped one of the prisoners after landing him, the fact being that, although many of them volunteered, I refused to receive any of them, having already a full crew on board. In the afternoon I addressed a letter to the president, insisting upon the right to coal from the *Castor*.

Wednesday, May 20.—We were promised lighters with coal from the shore this morning, but none has yet come off—half past 12. Just at nightfall a lighter of coal came alongside, and during the night we filled up.

Thursday, May 21.—Cloudy, with squally weather during the afternoon. At 12 m. got underway and steamed out of the harbor. At 4 p. m. hoisted the propeller and put the ship under sail.

Friday, May 22.—Latitude $13^{\circ} 4' 37''$, longitude $37^{\circ} 36'$.

Saturday, May 23.—At 1 p. m. sent a boat on board an English ship from Liverpool for the east. We showed our own colors and were vociferously cheered by the crew and passengers of the boarded ship. Latitude $12^{\circ} 33' 33''$, longitude $36^{\circ} 39'$.

Sunday, May 24.—Latitude $11^{\circ} 34'$, longitude $34^{\circ} 54', 30''$. I am quite homesick this quiet Sunday morning. I am now two long, long years and more absent from my family, and there are no signs of an abatement of the war. On the contrary, the Yankee devils seem to become more and more infuriated, and nothing short of a war of invasion is likely to bring them to terms, unless, indeed, it be the destruction of their commerce, and for this I fear we are as yet too weak. If we can get and hold Kentucky the case may be different. Well, we must sacrifice our natural yearnings on the altar of our country; for without a country we can have no home. Squally, ugly night. Boarded a Dutch ship at 7 p. m.

Monday, May 25.—Chased and captured American ship [S.] *Gildersleeve* and American bark *Justina*. Destroyed the former and ransomed the latter. Weather ugly and blowing a moderate gale of wind all day. Latitude $12^{\circ} 4'$, longitude $35^{\circ} 10' 45''$. Blowing very fresh during the afternoon and night, rendering it quite difficult for our boats to transship the prisoners and provisions from the [S.] *Gildersleeve* to the *Justina*. In running down for the former before a heavy sea we came near running over one of our boats, which, sailorlike, had let its light go out. After we had passed she hailed us, and we hove to and picked her up. Fired the ship at 11 p. m.

Case of the ship [S.] Gildersleeve.

Ship under United States colors and register. Charter party with Messrs. Halliday, Fox & Co., of London, who describe themselves as merchants and freighters to make a voyage to Calcutta and back to London or Liverpool. Cargo taken in at Sunderland and consisting of coal, said to be shipped for the service of the Peninsular and Oriental Steam Navigation Company, but not even averred to be on "their account and risk." No certificate or other evidence of property. Ship and cargo condemned. Master knows nothing of property, except what appears by the papers.

Tuesday, May 26.—At 8:30 p. m. gave chase to a rakish-looking bark carrying a press of sail. Latitude $11^{\circ} 39' 9''$; longitude $34^{\circ} 47' 30''$.

Wednesday, May 27.—Weather somewhat better to-day, though the breeze is still fresh. At 7:30 a. m. overhauled the bark which we had been chasing all night, the longest chase we have had. She proved to be a Dutchman. Wore ship to the eastward. Another sail seen, but being very far to the windward and on the opposite tack, she soon passed out of sight. Latitude $12^{\circ} 15' 38''$, longitude $35^{\circ} 5'$. Chased a sail four hours after dark, and finding that we only "held our own" with her, at midnight gave up the chase, as it was leading us too far to the westward.

Thursday, May 28.—At 8 showed United States colors to a French ship. Latitude $12^{\circ} 54'$, longitude $35^{\circ} 18'$, and at 7 p. m. boarded an English ship, twenty-nine days from London, from which we received later intelligence by six days.

Friday, May 29.—Weather fine, wind light; showering a little toward morning. We had another night chase last night—from about 2 a. m.—but with better success than the two previous nights, since at 7:30 a. m. we came up with and captured the American ship *Jabez Snow*, of Rockport, Me. Just at daylight, being within about 4 miles of her, we hoisted our own colors and fired a gun. She did not show any colors in return, and stood a second gun before heaving to, and finally showed her colors. Got on board from the prize a quantity of provisions and cordage, transhipped the crew, and about sunset set her on fire. Another woman on board, under the name of "chambermaid," in a ship without any passengers. For decency's sake, we were obliged to turn the junior lieutenant out of his stateroom for her. The following is an extract from a letter found on board, addressed by the owners to the master, under date of Boston, November 25, 1802:

We hope you may arrive safely and in good season, but we think you will find business rather flat at Liverpool, as American ships especially are under a cloud, owing to dangers from pirates, more politely styled privateers, which our kind friends in England are so willing should slip out of their ports to prey on our commerce.

And the following in another, dated Bucksport, January 16, 1803:

In the first place, it is clear that it will not do to come this way with the ship. At New York business for ships is flat enough; a large fleet in that port and nothing for them to do that will pay expenses, and more arriving daily.

And another from the same:

I hope you will be as prudent and economical as possible in managing your ship matters, as your owners want all the money they can get hold of to aid in putting down this terrible rebellion of ours. The progress our war is making I shall leave for you to gather from the papers, for it makes me sick to think of it, much more to talk about it.

These were the *private* opinions of the Yankees, while their papers were bragging of their success.

Case of the Jabez Snow.

Ship under United States colors and register; cargo, coals from Cardiff for Montevideo. On the face of the bill of lading is the following:

We certify that the cargo of coals of [the] *Jabez Snow*, for which this is the bill of lading, is the bona fide property of Messrs. Wilson, Hett, Lane & Co., and that the same are British subjects and merchants, and also that the coals are for their own use.

JNO. POWELL & SONS.

As this certificate was not sworn to, it added no force to the bill of lading, as every bill of lading is an unsworn certificate of the facts it recites. There being no legal proof among the papers to contradict the presumption that all property found under the enemy's flag is enemy's property, and as the master, who was the charterer and agent of the ship, and whose duty it was to know all about the transaction in which he was engaged, swore that he had no personal knowledge of the owners of the cargo, except such as he derived from the ship's papers, the cargo, as well as the ship, is condemned as prize of war. The following significant extract from a letter of the master to his owners, dated Penarth Roads, April 19, 1863, was found on board, though not produced by the master:

I have my bills of lading certified by the mayor that the cargo is bona fide English property. Whether this will be of any service to me in the event of my being overhauled by a Southern private remains to be proved.

The certificate above recited seems, therefore, to have been procured by the master to protect his ship from capture, and not to have been a spontaneous act of the pretended neutral owners to protect the cargo. The cargo and the advance freight were insured against war risk, the ship paying the premium. No effort was made by Wilson, Hett, Lane & Co. to protect the cargo, and they were the proper parties to make the oath. The agent who shipped the coals for this firm and who wrote the above quoted certificate could only know, of course, that he had shipped them by order of his principal. Why, then, did Wilson, Hett, Lane & Co. decline to make the necessary oath to protect the cargo? They should have taken the necessary steps to protect either themselves or the insurers, but they did no such thing. From this it would seem that they were probably the agents of some American house, and that they could not, in conscience, take the oath required by the law. Latitude $13^{\circ} 25' 11''$, longitude $35^{\circ} 38'$.

Saturday, May 30.—The smoke of our burning prize still visible this morning; she sank at about 7:50 a. m. Latitude $13^{\circ} 31' 21''$, longitude $35^{\circ} 38'$.

Sunday, May 31.—Latitude $14^{\circ} 19' 24''$, longitude $35^{\circ} 30'$. Sighted a full-rigged brig about dusk, but did not chase. The Yankees have no vessels of this rig engaged in foreign trade, or at least we have never overhauled one, and the brig, besides, looked foreign.

Monday, June 1.—Latitude $14^{\circ} 44' 19''$, longitude $35^{\circ} 15' 45''$.

Tuesday, June 2.—At 3:30 a. m. passed a sail on the port tack; wore ship in chase. At daylight the chase showed United States colors. Fired two blank cartridges at her, without effect (our own colors up). Chased until 10:30 a. m., when we fired a shot from the rifled gun which brought her to, though still at a distance of $4\frac{1}{2}$ miles. The prize proved to be the bark *Amazonian*, of Boston, from New York for Montevideo. Made preparations for removing the crew and burning the ship. Latitude $15^{\circ} 1' 18''$, longitude $34^{\circ} 56' 30''$.

Case of the bark Amazonian.

Ship under United States register and colors. Has an assorted cargo on board, and is bound from New York to Montevideo. There are two claims of neutral property, one for 20 cases of varnish and 50 casks of oil, claimed as shipped on "account" of Messrs. Galli & Co., French subjects. This claim is sworn to by a Mr. William Craig before a notary. It does not aver that the property is in Messrs. Galli & Co., but simply that it was shipped "on their account." There is no outside evidence of the truth of this transaction, as the master knows nothing about it. The other claim is for a quantity of white pine boards for boxes, and the certificate states that it is the property of "French citizens." Of course this certificate is good for nothing, as it fails to point out the owners of the lumber, and, for aught that appears, the "French citizens" might have been citizens of New York, domiciled there as merchants. Ship and cargo condemned. We found a large commercial mail on board this ship, which we destroyed.

Wednesday, June 3.—At 12:30 p. m. sent a boat on board of an English brigantine and made arrangements with the master to take my prisoners to Rio. A present of a captured chronometer had the effect of moving him to consent, and in the course of the afternoon we sent all the prisoners (forty-one in number) on board of him, with a supply of provisions for ten days or two weeks. Both vessels filled away about nightfall on opposite tacks. The following is an extract of a letter from New York, dated April 7, to a correspondent in Buenos Ayres:

When you ship in American vessels it would be well to have the British consul's certificate of English property attached to bill of lading and invoices, as in the event of falling in with the numerous privateers it would save both cargo and vessel, in all probability. An American ship recently fallen in with was released by the *Alabama* on account of British consul's certificate showing greater part of cargo to be English property. If you ship in a neutral vessel, we save 5 per cent war insurance.

Insurance at same date in England 8 per cent. Latitude $15^{\circ} 9' 29''$, longitude $35^{\circ} 4' 15''$.

Thursday, June 4.—Toward night (after having chased a ship all day without success, and tacked) we discovered the light of a burning ship and ran down for it. It disappeared suddenly, having sunk, no doubt, but as I supposed it might possibly be an accidental fire (we were 45 miles from where we had burned the *Amazonian* thirty-six hours before) I ran within 5 or 6 miles of the supposed spot of disappearance and hove to until daylight, that we might pick up any boat, etc. But as there is frequently a northerly current here, which might have set the wreck of the *Amazonian* some 25 or 30 miles in our direction, I had but little doubt that the light proceeded from that vessel. Latitude $14^{\circ} 46' 34''$, longitude $34^{\circ} 57'$.

Friday, June 5.—At a little before 4 o'clock (the ship lying to) a large sail was reported "close aboard, and standing for us." Filled away, and set topgallant sails, bore down upon the stranger, and fired a blank cartridge to heave him to. Sent a boat on board and took possession of the American ship *Talisman*. Received on board from this ship during the day some beef and pork and bread, etc., and a couple of brass 12-pounders, mounted on ship carriages. There were four of these pieces on board, and a quantity of powder and shot, two steam boilers, etc., for fitting up a steam gunboat. Brought on board the crew and four passengers (a woman among the number), and at nightfall set fire to the ship, a beautiful craft of 1,100 tons.

Case of the ship Talisman.

Ship under United States colors and register; from New York for Shanghai; no claim of neutral property in cargo. Ship and cargo condemned. Latitude $14^{\circ} 35' 42''$, longitude $36^{\circ} 26' 45''$.

Saturday, June 6.—Weather fine; wind light, from S. E. At 3 p. m. hove to an English ship and sent a boat on board of her. We were sure that this was an American ship before she hoisted her colors, and so in fact she proved as to her origin, she having been built in Maine and sold to English owners. Her papers were all regular, and the master and crew were English, and yet if this ship could have been sent before a prize court it might have turned out that the transfer was only nominal and the property really American. These are some of the disadvantages we labor under in having no ports into which to send our prizes. I could not destroy upon a mere presumption growing out of the fact of transfer during war. The master consented to receive from us a prisoner and his wife (Murphy), captured on board the *Talisman*, for passage to Calcutta. Sent on board a barrel of beef and a barrel of bread with them. Verily is the "Great Republic" humbled when she has to put her ships under the protection of a neutral flag. Latitude $15^{\circ} 17' 44''$, longitude $35^{\circ} 26' 15''$.

Sunday, June 7.—Morning fine; weather clouding and becoming squally in the afternoon. At 11 mustered the crew. Latitude $16^{\circ} 7' 10''$, longitude $35^{\circ} 37'$. Chased a sail several hours after dark, but she drawing ahead of us, we abandoned the chase and wore ship at midnight. An ugly, squally night.

Monday, June 8.—Ugly, squally weather. Strong northerly current. Showed United States colors to a Hanoverian hermaphrodite brig, having chased her a couple of hours. Latitude $15^{\circ} 55' 59''$, longitude $35^{\circ} 28' 6''$. Ugly, squally night; single reefed the topsails.

Tuesday, June 9.—Blowing a gale of wind from the S. E., with some sea on and passing rain squalls; high barometer. We are off the Abrolhos Shoals, a sort of Brazilian Cape Hatteras for bad weather. Close reefed at noon. Latitude $16^{\circ} 55'$, longitude $35^{\circ} 36'$. A sail passed to windward, in sight from the masthead, on the opposite tack. Did not chase on account of the weather. The gale continued all night; single reefed trysails at night.

Wednesday, June 10.—Still blowing a gale; weather clearing, and wind moderating toward noon, but still quite a sea on. Current with the wind, to the northward and westward. High barometer all this time. Latitude $16^{\circ} 17' 41''$, longitude $34^{\circ} 35' 15''$.

Thursday, June 11.—Weather cloudy, with the sun showing out occasionally between the rifted clouds driving to the N. W. Current in the direction of the wind; wind more moderate, but still a rough sea on. Latitude $15^{\circ} 32' 14''$, longitude $33^{\circ} 46' 9''$.

Friday, June 12.—Latitude $17^{\circ} 25' 10''$, longitude $34^{\circ} 24' 48''$.

Saturday, June 13.—Weather fine. Chased and overhauled an English bark. Latitude $19^{\circ} 21' 10''$, longitude $35^{\circ} 37' 30''$. Night clear; breeze fresh.

Sunday, June 14.—Weather clear; breeze fresh from E. S. E. A ship in sight to windward—rather a desperate chase. At 11 a. m. mustered the crew and inspected the ship. Latitude $19^{\circ} 54'$, longitude $35^{\circ} 18'$. A bark overhauled and passed to windward and ahead of us during the night.

Monday, June 15.—An ugly morning, with the weather squally; wind blowing half a gale, and quite a sea on. Our ship has certainly got to

be very dull under canvas, for with a press of sail, and the wind a point free, she has made to-day but 8 knots. The consequence is that a stern chase has become a forlorn hope with us. Latitude $22^{\circ} 38' 56''$, longitude $35^{\circ} 11' 15''$. Blowing fresh, with thick weather and a heavy sea during the night. At 2 a. m. chased and came up with a bark, but as the weather was boisterous for a boat we kept company with the chase until daylight, when she showed French colors, and was evidently French. Wore ship.

Tuesday, June 16.—Ugly, hazy weather, with a very strong breeze from about N. N. E., and a heavy sea. At 11 a. m. cut off and hove to a bark, evidently American built, under English colors. Sent a boat on board to examine her papers, etc. Latitude $23^{\circ} 41' 1''$, longitude $35^{\circ} 26' 15''$. The bark proved to be the *G. Azzopadi*, of Port Louis [Louis], Isle of France. She was formerly the *Joseph Hale*, built at Portland, Me. Her register, which appeared to be regular, was dated on the 30th of October, 1862, and, according to the deposition of the master, Frederick Thorndyke, the bark, previous to this date, had put into Port Louis in distress and in a damaged condition, and was there sold, and purchased by her British owner and sent to Boston with the wrecked cargo, and was now on her return to Port Louis. This deposition was given under oath, and the master swore that he had no interest in the vessel. She was released, as however much I might have been inclined to send her in for adjudication, had such a thing been possible, I could not destroy as the case stood. Here was a humiliating spectacle for the "old flag," as no doubt the motive of the sale was the insecurity of property under it. At 8 p. m. we wore ship under easy sail to permit a large ship to come up with us. As she approached we fired, first one blank cartridge and then another, and finding that she took no notice of either we fired a shot ahead of him, which brought him to. He proved to be another Yankee ship sold to British owners. She was formerly the *Challenger*, now the *Queen of Beauty*, running as an Australian packet. She had 300 passengers on board. Her papers were all in form, and I have no doubt of the bona fides of this transfer. The boarding officer reported great excitement among the passengers and crew when they learned that we were the *Alabama*, and they gave him three cheers when he shoved off. Thus ends our day's work. Out of the four vessels boarded, no prize, in two of the cases the "old flag" taking refuge under the English ensign, so much despised by the Yankees except in the way of trade.

Wednesday, June 17.—Weather fine, with the wind light from about north. Engaged tearing down the gallows frame, which is in the way of working the forward guns. Sea going down. Latitude $23^{\circ} 54' 29''$, longitude $35^{\circ} 53'$. At 8:30 p. m. hove to with a bow gun and boarded a Norwegian brig from Rio Grand do Sul for Bahia. I tried to ship my prisoners by her, but she was afraid of compromising herself.

Thursday, June 18.—Latitude $24^{\circ} 16' 23''$, longitude $37^{\circ} 15'$.

Friday, June 19.—Weather fine, with a bracing atmosphere; wind moderate from N. N. W. At 2 a. m. were in chase of a sail, which we came up with and hove to at 4 a. m. She proved to be a Bremen bark, from Buenos Ayres for New York, with hides, etc. Thus the Yankee trade is seeking neutral flags. Latitude $24^{\circ} 57' 42''$, longitude $39^{\circ} 1' 30'$. We have had a southerly current of about a knot an hour for the last three or four days.

Saturday, June 20.—Weather cloudy, and cool enough for a thick coat; wind light from the northward and westward. At 11:30 in chase of a sail to leeward. Latitude $25^{\circ} 48'$, longitude $40^{\circ} 18' 15''$.

It falling calm, and the chase having a very Yankee look about him, got up steam at 5 p. m. and overhauled him at 6. He proved to be the American bark *Conrad*, of Philadelphia, from Buenos Ayres for New York, with part of a cargo of wool.

Case of the Conrad.

Ship under American colors and register. A Mr. Thomas Armstrong, who describes himself as a British subject doing business at Buenos Ayres, makes oath before the British consul that a part of this wool belongs to him and a part to a Dr. Frederico Elortondo, a subject of the Argentine Republic. This may or may not be true, but the master is unable to verify the document, he not having been present when it was prepared, and not knowing anything about it. There is, besides, so strong a current of American trade with Buenos Ayres that the presumption is, from the very fact that this wool was going to New York in an American bottom under the imminency of capture, which our presence in these seas—well known at Buenos Ayres when the bark sailed—must have shown that the property is American and that the certificate is an attempt to cover it, Mr. Armstrong probably being either a broker or a partner in the transaction with some American house. Ship and cargo condemned.

Sunday, June 21.—The shortest day in the year. Weather clear, with some haze; wind light from the northward. To-day I commissioned the prize bark *Conrad* as a Confederate States cruiser and tender to this ship, under the name of the *Tuscaloosa*, sending Acting Lieutenant Low on board to command. We supplied her with the 2 brass 12-pounder rifled guns captured from the *Talisman*, 20 rifles, 6 revolvers, ammunition, etc. Her total crew consists of 15 persons, which is quite enough for a bark of 350 tons. The crew being transferred, and all arrangements complete, at 5 p. m. Lieutenant Commanding Low hoisted his flag, firing a gun simultaneously, and cheered. We hoisted our colors and cheered in reply, and shortly afterwards the two vessels separated. May the *Tuscaloosa* prove a scourge to Yankee commerce! At 7:30 p. m. hove to a large bark, which, on being boarded, proved to be the English bark *Mary Kendall*, for Point de Galle, putting back to Rio leaky. Sent the surgeon on board at the request of the master to see a seaman who had been badly hurt by a fall; and, the master kindly consenting, we sent all our prisoners (thirty-one) on board of him for transportation to Rio, sending with them a week's provisions. There was another woman among the batch (from the *Conrad*); claimed to be a passenger. Latitude $25^{\circ} 46' 6''$ S., longitude $40^{\circ} 16' 30''$ W.

Monday, June 22.—Cloudy and hazy; nearly calm all last night, and the wind very light this morning. The bark *Mary Kendall* still in sight, and one other bark, which was so manifestly neutral that we did not chase her. Latitude $25^{\circ} 55' 17''$, longitude $40^{\circ} 21'$. Appointed Acting Master Sinclair an acting second lieutenant and Midshipman Bulloch acting master.

Further examination of the case of the Conrad.

From an examination of the correspondence in this case, brought on board after the ship's papers had been examined, it appeared that Mr. Armstrong, the English party shipping a part of the cargo, swears before his consul that he and one Dr. Frederico Elortondo are the owners of the property, and swears before the U. S. consul that he is the sole owner of the property. Both of these oaths can not be true.

It further appears that while the property in the bill of lading is consigned to Simon de Visser, esq., in the letters to Messrs. Kirkland & Von Sachs it is spoken of as consigned to them. These letters make no mention, either, of any joint ownership with Armstrong, but treat the consignment as his sole property.

Tuesday, June 23.—Last night toward dark we approached within some 13 or 14 miles of a ship having the appearance of an American, and we had hopes of being able to hold on to her during the night, but, unfortunately, we lost her. Latitude $25^{\circ} 24' 47''$, longitude $38^{\circ} 40' 30''$.

Wednesday, June 24.—To-day, having directed an examination into the bread room, it is reported that we have but thirty days' bread on board, and, as I design to make the run to the Cape of Good Hope, I have directed that half a pound per man only be issued for the present. Latitude $25^{\circ} 19'$, longitude $36^{\circ} 36'$.

Thursday, June 25.—Cloudy, with the wind fresh from about N. N. E. At 1:40 showed United States colors to a Spanish bark, which we had chased a couple of hours, running back from my course very reluctantly. Latitude $25^{\circ} 56' 17''$, longitude $33^{\circ} 44'$.

Friday, June 26.—Thick, squally, rainy weather; wind fresh from north, hauling to the N. W., and thence suddenly, soon after noon, S. W. No observation for latitude to-day. Latitude, D. R., $26^{\circ} 40'$; longitude, D. R., $30^{\circ} 16'$. At 9:30 p. m. hove to a ship with a second gun, shotted, and went to quarters. She proved, upon being boarded, to be a French ship, from Callao, with guano, for Havre.

Saturday, June 27.—This morning, it having been ascertained (by report of the petty officers at the mast) that much of the thirty days' allowance of bread believed to be on board had been almost entirely destroyed by weevils, I deemed it prudent to go into Rio, distant 825 miles, for a supply, unless, indeed, we should capture a supply before we make the port, and then resume my voyage to the Cape of Good Hope. This delay will probably put the coal bark some five or six weeks ahead of me, but as I have dispatched the *Tuscaloosa* to detain her, probably no inconvenience will result. At all events, the bread supply is imperative. Weather hazy, and quasi cloudy; wind light, and sea heavy from the S. W., probably the result of yesterday's blow. Latitude $26^{\circ} 1' 24''$, longitude $28^{\circ} 29'$.

Sunday, June 28.—Weather cloudy, with a long, heavy swell from the S. W.; wind moderate from the S. E. At 4:30 this morning we brought to a heavy ship with a blank cartridge, or rather she seemed to come to of her own accord, as she was evidently outsailing us and was, when we fired, at very long range. Soon after heaving to she burned a blue light, and while our boat with a light in it was pulling toward her she burned another. She afterwards said that she would not have hove to but that she thought we might be in distress. The boarding officer reported us as the U. S. S. *Dacotah*, and demanded to see the ship's papers, which was refused, the master telling him that he had no right to see his papers. The boarding officer having been informed of her name (the *Vernon*), and that she was from Melbourne for London, and being satisfied from observation that she was really an English ship, she being one of the frigate-built Melbourne packets so well known, returned on board, and the ship filled away, and she was already at considerable distance from us when I received the boarding officer's report. Under all these circumstances I did not chase her alresh to enforce my belligerent right of search. *Cui bono*, the vessel being really English? Although, indeed, the resistance to search by a neutral is good cause of capture, I could only capture to destroy, and I would not

burn an English ship (being satisfied of her nationality) if the master persisted in not showing his papers. Nor did I feel that the Confederate States flag had any insult to revenge, as the insult, if any, was intended for the Yankee flag. Most probably, however, the ship being a packet ship, and a mail packet, the master erred from ignorance.

I have been quite interested this morning watching a new kind of sea bird, about the size of a small gull, and of somewhat similar shape; head black, breast white, and wings black with two white spots on the tip of each. It followed the wake of the ship, searching in the smooth water for its food, like the petrel. Its dexterity of wing was truly remarkable; it would skim the tips of the seas within apparently an inch or two, at the utmost velocity, without even touching a feather in the spray. This bird was entirely new to me—cape pigeon. I had never seen it north of the equator. At 11 mustered the crew. Latitude $25^{\circ} 57' 6''$, longitude $30^{\circ} 31'$. At 4 p. m. got a distant view from the mast-head (15 miles) of a ship dead to leeward of us, running to the leeward. Did not chase, it being useless. Gloomy, thick weather; wind fresh and sea heavy. So passes another Sunday of the war, away from home and family and friends.

Monday, June 29.—Ugly, stormy-looking weather, with a rough sea and half a gale from the east. Cape pigeons still around us. At 9:30 a. m. showed the United States colors to an English ship to windward of us, bound to the southward. Clouds breaking and weather looking a little better at noon. Latitude $26^{\circ} 35'$, longitude $32^{\circ} 59' 30''$. Current, S. E., 30 miles. Ship rolling and tumbling about, to my great discomfort. The fact is, I am getting too old to relish the rough usage of the sea. Youth sometimes loves to be rocked by a gale, but when we have passed the middle stage of life we love quiet and repose.

Tuesday, June 30.—The bad weather of the past week seems at length to have blown itself out, and this morning we have the genial sunshine again, and a clear, bracing atmosphere. With a solitary exception the cape pigeons, true to their natures, have departed. There is still some roughness of the sea left, however, and the ship is rolling and creaking her bulkheads as usual. It is two years to-day since we ran the blockade of the Mississippi in the *Sumter*. Two years of almost constant excitement and anxiety, the usual excitement of battling with the sea and the weather and avoiding dangerous shoals and coasts, added to the excitement of the chase, the capture, the escape from the enemy, and the battle. And then there has been the government of my officers and crew, not always a pleasant task, for I have had some senseless and unruly spirits to deal with; and last, though not least, the bother and vexation of being hurried out of port when I have gone into one by scrupulous and timid officials, to say nothing of offensive espionage. All these things have produced a constant tension of the nervous system, and the wear and tear of body in these two years would, no doubt, be quite obvious to my friends at home, could they see me on this 30th day of June, 1863. *Sic transit vita hominis, usque ad finem!* Latitude $25^{\circ} 59' 55''$, longitude $35^{\circ} 12' 15''$.

Wednesday, July 1.—At 5 a. m. hove to an English bark, from Cardiff for Shanghai, with coal. Having had a long passage, we got no late newspapers by her, only one of the date of May 4. Indeed, the master had none. Stolid John Bull! Latitude $25^{\circ} 38'$, longitude $36^{\circ} 38'$.

Thursday, July 2.—Weather partially clear. We sighted eleven sail to day and caught but one Yankee. Last night at 11 p. m. we made sail in chase of vessel steering about S. W. by S. and chased her all

night. At 7 this morning, being within about 3 miles of her, we fired a blank cartridge, which caused her to hoist the United States colors. A second cartridge brought her to. She proved to be the ship *Anna F. Schmidt*, of Maine, from Boston (via St. Thomas, whither she had put in in distress) for San Francisco, with a valuable cargo of assorted merchandise. Captured her, there being no claim of neutral property upon the face of the papers. Got on board from her such things as we needed, and at 5 p. m. fired her. While we were busy with the prize we ran down and boarded an American-built ship, under English colors, from Cardiff for Calcutta. Her papers, register, clearance, etc., were all regular, and she had a Scotch master and English crew on board. Humiliated Brother Jonathan! Several other sail passed us at a distance during the afternoon, but we were too much engaged to pursue them. One of them showed us English colors at a long distance. At 9 p. m. we fired a bow gun to bring to a large ship, which fired a gun in return and disregarded our summons. We got up steam and after a hard chase—it was blowing very fresh at the time with a smooth sea—came up with and ranged alongside of a vessel showing ten guns of a side. We hailed (having informed the stranger of our own name) and were informed that she was H. B. M. frigate *Diomedé*, or some such name. She informed us that she was bound to England. We were for a long time in hopes that we were in pursuit of a Yankee. Although she passed close to the burning wreck she did not stop, but contented herself with burning a blue light, and then she carried sail in a way that seemed to us extraordinary unless she was running, having royals in a breeze that would ordinarily reduce a man-of-war to topsails. As we passed the burning wreck in pursuit of this ship, two other sail passed close to us, one having run down to the fire and hauled up his mainsail for a few minutes. Neither looked Yankee. Latitude $26^{\circ} 14' 30''$, longitude $37^{\circ} 51'$.

July 3.—As we got on board from the prize about thirty days' bread-stuff's, I resolved to attempt the passage to the Cape of Good Hope, and at 9 a. m. put her head to the southward and eastward. Weather clear, with a moderate breeze from about N. E. by E. Put the crew on one-half pound of bread per man, giving them one-fourth pound more of meat if they required it. Latitude $26^{\circ} 31' 24''$, longitude $37^{\circ} 33'$.

Saturday, July 4.—Weather very fine; wind inclining to be light toward noon, from the N. E. This is "Independence Day" in the "old concern," a holiday which I am half inclined to throw overboard, because it was established in such bad company as the Massachusetts and other Yankees, and because we have to fight the battle of independence over again and against a greater tyrant than the old one, the tyrant this time being many-headed, unscrupulous, and fanatical. Latitude $27^{\circ} 27'$, longitude $34^{\circ} 37' 15''$.

Sunday, July 5.—The Magellan Islands [Magellanic Clouds] distinctly seen, near the Southern Cross, a black, stationary cloud of about 2 degrees in diameter. Latitude $27^{\circ} 58' 18''$, longitude $31^{\circ} 43'$.

Monday, July 6.—At thirty minutes past midnight a sail was reported. Hauled up in chase, and at 3:30 hove to a ship with a shot, she having disregarded two blank cartridges. She proved to be the *Express*, of Boston, from Callao for Antwerp, loaded with guano. Captured her, and after having brought on board from her some provisions and the crew, fired her at about 10:30 a. m. and filled away on our course. The master's wife on board. William S. Frost, master. Latitude $28^{\circ} 28'$, longitude $30^{\circ} 20'$.

Case of the ship Express.

Ship under United States colors and register; cargo, guano; shipped by Lescau, Valdeavellano & Co., at Callao, and consigned to J. Lescau & Co., at Antwerp. On the back of this bill of lading is the following endorsement:

Nous soussigné, chargé d'affaires et consul-général de France à Lima, certifions que le chargement de mille soixante-douze tonneaux de registre de Huano [guano?] spécifié au présent connaissement est propriété neutre.

Fait à Lima le 27 Janvier, 1863.

(Signed and impressed with the consular seal.)

This certificate fails to be of any value as proof, for two reasons: First, it is not sworn to, and, secondly, it simply avers the property to be neutral (the greater part of it, for it does not touch the guano in sacks), instead of pointing out the owner or owners. First, a consul may authenticate evidence by his seal, but when he departs from the usual functions of a consul and becomes a witness he must give his testimony under oath like other witnesses. This certificate, therefore, does not even amount to an *ex parte* affidavit. If the property had been in the shippers or the consignees it would have been quite as easy to say so as to put the certificate in its present shape. Why, then, was the simple declaration that the property was neutral made use of—the law, with which every consul, and more especially a *chargé d'affaires*, is supposed to be acquainted with, declaring this to be insufficient? The conclusion from these two facts, viz, that there was no oath taken and that there was no owner named, would seem to be that the consul gave a sort of matter-of-course certificate upon the application of some one who declared the property to be neutral, perhaps without a knowledge of the fact, or contrary to the fact, neither party taking any oath. Now, the presumption of law being that goods found in an enemy's ship belong to the enemy, unless a distinct neutral character be given to them by pointing out the real owner by proper documentary proof, and as neither the bill of lading nor the certificate (which is a mere statement of a fact, like the bill of lading, not under oath) nor the master's testimony, who knows nothing (see his deposition) except as he has been told by the shippers, amounts to proper documentary proof, the ship and cargo are both condemned. It must be admitted that this is a case in which, perhaps, a prize court would grant further proof, but as I can not do that, and as a distinct neutral character is not impressed upon the property by proper evidence, I must act under the presumption of law. (See 3d Phillimore, 596.) The charter party in this case describes the charterers, J. Lescau & Co., of Paris, as "agents of the supreme Peruvian Government, and their consignees of guano at the Kingdom of Belgium," which would import that the cargo belonged to the Peruvian Government. But, if so, why was it not certificated by that Government (as was done in the case of the *Washington*, captured and released on bond by this ship)? And the master swears that the shippers told him that the cargo belonged to them. And if the Peruvian Government must needs resort to a French official for a certificate, why was there no oath made before him, and why did he not state the fact that it so belonged, which would have protected it?

Tuesday, July 7.—Latitude $29^{\circ} 45' 48''$, longitude $27^{\circ} 36' 45''$. We shipped five new men to-day from the crews of the last two captures. This gives us a total of 23 officers and 120 men.

Wednesday, July 8.—Latitude $30^{\circ} 6''$, longitude $24^{\circ} 20'$. Holding our wind to-night to avoid running over one [of] Mr. Smith's breakers, seen hereabouts in 1760.

Thursday, July 9.—Latitude $29^{\circ} 57' 38''$, longitude $21^{\circ} 16' 30''$. Not running quite so free as I otherwise would, to avoid running over (during the night) the position, or rather the parallel, assigned to the Saxenburg Island, one of the doubtful dangers of the South Atlantic. Shifting old and bending new sails, where we find the old ones worn and requiring mending.

Friday, July 10.—Latitude, D. R., $29^{\circ} 29'$; longitude, D. R., $17^{\circ} 47'$.

Saturday, July 11.—Latitude 28° , longitude $15^{\circ} 12' 15''$.

Sunday, July 12.—Latitude $26^{\circ} 44' 17''$, longitude $13^{\circ} 32'$. I fear I shall be driven into the "trades" unless I tack, and then I shall make westing along with my southing. At 11 mustered the crew. Tacked ship at 2:30 p. m.

Monday, July 13.—The wind is gradually inclining more to the northward and eastward, but for the last three days we have been baffled and buffeted by a head wind and sea. This is bad, with rather a small allowance of bread. Latitude $28^{\circ} 13'$, longitude $13^{\circ} 27' 45''$.

Tuesday, July 14.—Latitude $29^{\circ} 21'$, longitude $11^{\circ} 31' 28''$.

Wednesday, July 15.—The barometer, which has been very high ever since we left the coast of Brazil, is falling rapidly to day. Latitude $30^{\circ} 7' 23''$, longitude $8^{\circ} 6'$. To-day is midwinter! It takes one some time to accustom himself to being thus turned round. Thermometer ranging from 63° to 67° .

Thursday, July 16.—The wind has gone round to the westward again, with thick rainy weather, as before. No observation to-day. Latitude, D. R., $30^{\circ} 39'$ [S.]; longitude, D. R., $4^{\circ} 5'$ [W.].

Friday, July 17.—We shall soon be upon the track of the Yankees again—the homeward-bound from the East Indies. Latitude $30^{\circ} 16' 21''$, longitude $20' 35''$ W.

Saturday, July 18.—Latitude $29^{\circ} 54' 3''$, longitude $3^{\circ} 4'$ E.

Sunday, July 19.—Sky entirely overcast with a leaden canopy of clouds, not a glimpse of the sun having been seen. Wind light, from S. to S. by E., and a rolling sea from the southward and westward. Latitude, D. R., $29^{\circ} 47'$; longitude, D. R., $5^{\circ} 32'$.

Monday, July 20.—Latitude $29^{\circ} 57'$, longitude $7^{\circ} 23' 30''$.

Tuesday, July 21.—Latitude $30^{\circ} 43' 14''$, longitude $10^{\circ} 19' 24''$.

Wednesday, July 22.—The cry of "Sail, ho!" was heard from aloft to-day, for the first time for sixteen days, or since we left the coast of Brazil, and at 3 p. m. we sent a boat on board of an English ship from Calcutta for London. She consented to take as passengers the masters of the two last prizes and the wife of Frost, of the *Express*. Latitude $31^{\circ} 33'$, longitude $12^{\circ} 37'$.

Thursday, July 23.—Weather bright and fine, with a gentle breeze from about W. N. W., quite unusual near the Cape of Good Hope in midwinter. The westerly winds which have prevailed for some days past have scattered the homeward-bound ships from beyond the cape—some to the eastward and some to the westward of the usual track—so that we have seen nothing to-day. 1 p. m.: What must also be quite unusual, we have had a current of $1\frac{1}{2}$ knots an hour, or 36 miles, in the last twenty-four hours, nearly due east. Latitude $31^{\circ} 59' 27''$, longitude $14^{\circ} 12'$.

Friday, July 24.—BeCALMED for nearly the whole of the last twenty-four hours. This morning we have the weather clear, with a light breeze from about E. S. E., with a heavy swell from the southward. The change of wind to the eastward will probably bring along some of the cape ships in their wonted track, which we plot in exactly to-day. Latitude $32^{\circ} 34' 33''$, longitude $14^{\circ} 51' 45''$.

Saturday, July 25.—We have experienced a southerly current. Wind dead ahead for the cape. Latitude $33^{\circ} 56'$, longitude $15^{\circ} 34'$. It blew half a gale of wind last night from the southward and eastward, with a peculiarly clear sky and a smooth sea, the weather resembling our northwesterly weather on the coast of Mississippi and Louisiana.

Sunday, July 26.—The remarkably clear weather still continues—not a cloud as big as your hand to be seen. At 7:30 a. m. a sail was descried from aloft. Gave chase, and at 11 came up with and sent a boat on board of a Dutch ship from Batavia to Amsterdam. While we were chasing this ship another sail was descried far to leeward, and which soon ran out of sight. At 11 inspected the ship. Latitude $33^{\circ} 26' 51''$, longitude $16^{\circ} 37' 15''$. At 3 p. m. sent a boat on board of a large English ship from Bombay for Liverpool (St. John's built), and at 5 sent a boat on board of another English ship (*Havelock*) from Bombay for London. This ship stood a shot before she would heave to. She afterwards cheered us and dipped her colors. I have thus spent a busy Sabbath day, without having time even to read a chapter in the Bible, and all for nothing—one Dutchman and two Englishmen.

Monday, July 27.—At 10 a. m. made the land, a point on the weather bow bearing at S. E., which we took to be the table-land of the cape. At 11 sent a boat on board of a small topsail schooner from Walfisch Bay, bound for the cape. No observation for longitude or latitude. Latitude, D. R., $33^{\circ} 46'$; longitude $17^{\circ} 17'$. About 1 p. m. the weather set in thick with rain, and the wind hauled to the S. W. Hauled off at 2 p. m., and at about 4 a gale set in, which blew all night, raising a heavy sea. Double reefed. A bark passed close under our lee in the mid watch, but the weather was too boisterous to board her.

Tuesday, July 28.—Weather in the morning thick and squally, the gale still continuing and blowing quite strong during the forenoon. Sighted the highland about Cape Town at 10:30 a. m. In the afternoon the clouds broke and flew rapidly with the gale. At 3 p. m. bore up for Saldanha Bay, but ran too far inside of Dassen Island, and was compelled to haul out about 3:30 p. m., there being too little daylight to make the run to the bay. There is a ledge of rocks a mile and a half to the westward of this island which, in the heavy swell that was running, threw up an immense breaker, resembling a ship in a fog. Hauled off after weathering this breaker, under single-reefed topsails for the night. Latitude $33^{\circ} 46'$, longitude $17^{\circ} 31'$.

Wednesday, July 29.—Weather fine, but cool; thermometer, at 7 a. m., 48° ; barometer, 30.51, the highest I have ever seen. Made sail at daylight, and ran in for the land. At 9 a. m. made the island and breakers of Dassen, and at 12:30, having put the ship under steam at 11 a. m., arrived off Saldanha Bay and boarded a small coaster and took on board the master, he volunteering to bring us in. At 1:45, anchored in Hoetjes [Houtjes] Bay in $5\frac{1}{2}$ fathoms, water as smooth as a mill pond and anchorage land-locked.

Thursday, July 30.—Weather still fine. Last night the sky and atmosphere were singularly brilliant; but few stars visible. Landed this morning at 8 to get sights for my chronometers, this being the first time that I ever set foot on the continent of Africa. Saldanha Bay is a gloomy, desert-looking place, the shore composed of sand and rock, without trees, but with green patches here and there. There are three or four farmhouses in sight, scattered over the hills, and a few fishing huts on the shore of Hoetjes [Houtjes] Bay. The farmers here are mostly graziers; the cattle are fine and of good size. Great numbers of goats graze on the hills, and sheep raising is extensive, the mutton

being particularly fine. The springbok, or small deer, are abundant. We had a venison steak for breakfast. The little islands in the bay abound in rabbits, and there is good pheasant shooting in the valleys. Already a party of officers has gone out to stretch their limbs and enjoy the luxury of shooting.

Friday, July 31.—Weather still fine. Took a stroll on shore and walked round some fine oat fields. The soil resembles our hammock land in Florida, and produces finely. Engaged calking, painting, etc. An abundance of wild flowers in bloom. Huge blocks of granite lie about on the sand and from the tops of projections, etc.

Saturday, August 1.—Weather very fine; wind light from the southward. I have been permitting some of my men to go on shore, but three of them have run off and the rest have behaved so badly in getting drunk that I have stopped their liberty. One of these fellows drew a revolver on a master's mate. The fact is, I have a precious set of rascals on board—faithless in the matter of abiding by their contracts, liars, thieves, and drunkards. There are some few good men who are exceptions to this rule, but I am ashamed to say of the sailor class of the present day that I believe my crew to be a fair representation of it. I returned on board after a stroll on shore at 2 p. m. In my stroll I met some farmers in a four-horse wagon coming to see the ship. They brought me a wild peacock, not quite as large as our wild turkey. It was without the gorgeous plumage of the domestic bird. The schooner *Atlas* came in this afternoon with letters for me from some merchants at Cape Town, offering their services to supply me with coal, etc., and expressing their good will, etc. I took occasion by this vessel, which returned immediately, to write to the governor, Sir Philip B. Wodehouse, informing him of my presence here, etc.

Sunday, August 2.—Weather delightfully clear and pleasant. It is just cold enough (morning 48°, noon 55°) to render walking in the sunshine pleasant. The inhabitants say that this winter has been remarkable for its general good weather and for the few gales they have had. Crowds of country people came on board to look at the ship to-day from far and near.

Monday, August 3.—Weather continues very fine, the sky unclouded and the sun bright. Wind light from southward. Another crowd of visitors to-day, who came in in their country wagons and on horseback. They all speak Dutch, and it is rare to find one among them who speaks English. Although it is nearly half a century since England took final possession of the colony, the English language has made but little progress, the children being taught by Dutch schoolmasters and the newspapers being, many of them, printed in Dutch. There was an intelligent young Boer (about 23) among them, who had never been on board a ship before. He was quite excited by the novelty of everything he saw. Some of the female visitors were plump, ruddy Dutch girls, whose large, rough hands and awkward bows, or courtesies, showed them to be honest lasses from the neighboring farms, accustomed to milking the cows and churning the butter. I found the geranium growing wild in my rambles to-day. Just as we were going to sundown quarters a boat came alongside with the body of Third Assistant Engineer [S. W.] Cummings, who had accidentally shot himself with his gun.

Tuesday, August 4.—Weather very fine. In the afternoon at 3 the funeral procession started for the shore with the body of the deceased engineer. He was taken to a private cemetery about a mile and a half

distant and interred with the honors due to his grade, the first lieutenant reading the funeral service. This is the first burial we have had from the ship.

Wednesday, August 5.—Weather fine; wind light from the southward. At 6 a. m. got up the anchor and got underway, under steam, and steamed out of the bay and shaped a course for Cape Town. At 9:30 descried a sail a point on the starboard bow, and at 10:30 came up with and sent a boat on board of the U. S. bark *Tuscaloosa* and brought Lieutenant Low on board. He reported having captured on the 31st of July the American ship *Santee*, from the eastward, laden with rice, certificated as British property, and bound for Falmouth. He released her on ransom bond for \$150,000. I directed Lieutenant Low to proceed to Simon's Bay for supplies. Steamed in for the town. At 12:30 made a bark two points on the starboard bow, gave chase, and at about 2 p. m. came up with, fired a gun, and hove to the chase, she having up United States colors. This was a close pursuit, as the bark was not more than 5 or 6 miles from the shore when we came up with her. The master might have saved himself if he had stood directly in for the land, but we ran down upon him under English colors, and he had no suspicion of our character until it was too late. The U. S. consul at once protested against our violation of British waters and the governor telegraphed to the admiral in Simon's Bay (Walker) to send a man-of-war round, and at about 10 p. m. H. B. M. S. *Valorous*, Captain [C. C.] Forsyth, came in and anchored. Some correspondence has passed between the governor and myself on the subject of the capture, and I believe he is satisfied as to distance, etc. Put a prize crew on board the prize (*Sea Bride*) and directed her to stand off and on until further orders. The moment our anchor was dropped we were crowded with visitors.

Thursday, August 6.—The weather has changed to-day. The barometer is falling and the clouds begin to gather, moving rather low, and threatening. Notwithstanding the bad weather, however, the ship has been crammed with visitors all the morning, and my cabin has been constantly filled with people pressing to shake hands with me and to express sympathy for my cause. During the night we had some thunder and lightning, first from the S. E. and then from the N. W., and the wind, springing up very gently at first, freshened to a gale by morning, with showers of rain and hail. Communicated with the prize and directed the prize master, in case he should be blown off by a gale, to rendezvous at Saldanha Bay by the 15th of the month. Captain Forsyth, of the *Valorous*, came on board. Returned his visit.

Friday, August 7.—I should have been underway for Simon's Bay this morning but for the gale. The wind is blowing very fresh from the northward and westward, with dense clouds climbing up and over the Table, Lion's Head, etc., presenting a fine spectacle, with the rough waters, all the ships with struck upper yards and riding at long scopes, the town half enveloped in the flying mists, etc. The bold watermen, in all the gale, are cruising about the bay under reefed sails, some of them with anchors and cables ready to render assistance to any ship that may require it. Last night, in the first watch, a sail was reported to be on shore near the light-house and firing signal guns. Very soon we saw two or three boats put out to her assistance. In the morning we learned that it was a Brazilian brig, and that the crew was saved. The brig is fast breaking up in the gale.

Saturday, August 8.—The gale broke last night, but there is still some breeze blowing and the sea is quite rough. Last night a Bremen brig

was wrecked off Mouille Point. We heard him firing guns, and I feared at first it was our prize, and yet I could not conceive how my prize master, who was acquainted with the soundings, could have made such a mistake. The weather has checked the throng of visitors, and yet a few get off to us, asking for autographs, looking curiously over the ship. We are finishing our repairs and getting supplies on board. Our prize has not made her appearance to-day. She will rendezvous at Saldanha Bay on the 15th instant.

Sunday, August 9.—Weather has again become fine. At 6 a. m. precisely we moved out of the bay and steamed along the coast toward the cape. We gave chase to two sail off the mouth of False Bay, and, overhauling them, one proved to be an English and the other an American bark. The latter we boarded, but when I came to get bearings and plot my position, it unfortunately turned out that I was within a mile or a mile and a quarter of a line drawn from the Cape [of Good Hope] light-house to the opposite headland of the bay, and therefore within the prescribed limit of jurisdiction. The master of the bark in the meantime having come on board, I informed him of these facts, and told him to return to and take possession of his ship, as I had no authority to exercise any control over him, which he did, and in a few minutes more we were under steam standing up the bay. What a scene for the grim old cape to look down upon! The vessel boarded was the *Martha Wenzell*, of Boston, from Akyab for Falmouth. At 2 p. m. anchored in Simon's Bay and was boarded by a lieutenant from the flagship of Admiral Walker. Crowds of visitors on board.

Monday, August 10.—Weather fine. I called on Admiral Walker at his residence and was presented by him to his family and spent an agreeable half hour with them, giving them a brief outline of our quarrel and war. Dined on board the Chinese gunboat *Kwan-tung*, Commander Young. This is one of Laird's side-wheel steamers, built for Captain Sherrard Osborne's fleet. Captain Bickford, of the *Narcissus*, and Lieutenant Wood, flag lieutenant, dined with us.

Tuesday, August 11.—Weather fine. Visited the flagship of Rear-Admiral Sir Baldwin W. Walker and the *Kwan-tung*. Employed calking and refitting ship. Many visitors on board.

Wednesday, August 12.—Wind fresh from the southward and eastward. Photographers and visitors on board. The *Kwan-tung* made a trial trip of her engines, after having repaired them, with the admiral's family on board. Wind freshened to a gale toward night.

Thursday, August 13.—Weather cloudy; blowing a moderate gale from the S. E. The *Tuscaloosa* is ready for sea, but is detained by the weather. Dined with Rear Admiral Walker. Governor Sir Philip Wodehouse and lady were of the party. My sailors are playing the d—l, as usual. They manage to get liquor on board the ship, and then become insubordinate and unruly. We have to force some of them into irons. The man Weir, whom I have made a quartermaster, has run off; also two of the stewards and two dingey boys. The latter were apprehended and brought on board.

Friday, August 14.—We have a dense fog to-day and calm. The *Tuscaloosa*, which went out at daylight, anchored some 4 or 5 miles outside the harbor. The mail steamer from England arrived at Cape Town to-day, bringing us news of Lee's invasion of Maryland and Pennsylvania. Finished our repairs this evening.

Saturday, August 15.—We were ready to get underway at daylight this morning, but were delayed by the dense fog until 11 o'clock, when we moved out of the harbor. As we neared the cape another fog bank

rolled over and enveloped us for a couple of hours. At 2:30 boarded an English bark. At 3 let the steam go down and raised the propeller. Weather threatening. Barometer 29.80. Took single reefs in the top-sails. At 11 p. m. a steamer passed close to leeward of us.

Sunday, August 16.—Weather thick, with rain; wind from the northward and westward. At meridian it lifted a little, the rain ceased, and we got a sight of the land and latitude. Weather unsettled, a low and falling barometer, and every appearance of a blow. Sighted a couple of sail to windward. Latitude $34^{\circ} 30'$ S., the Cape of Good Hope bearing about E., distant some 20 miles.

Monday, August 17.—Weather clear and cool, with the wind light from the southward and westward, and a heavy sea. At 7:30 a. m. sent a boat on board of an English ship from Bombay for Belfast. The master's wife being in need of medical aid, sent the surgeon on board to prescribe for her. A bark descried to windward at 10:30. Holding our wind, but this chase is hopeless without steam, and the chances being about twenty to one that a given sail is neutral, it would be a waste of coal to get up steam for pursuit. Latitude $34^{\circ} 3' 30''$, longitude $17^{\circ} 11'$.

Tuesday, August 18.—At 7 a. m. sent a boat on board of an English ship, from Calcutta to London. Three other sail in sight, all to windward, but little hope of overhauling any of them before night. Latitude $33^{\circ} 24'$, longitude $16^{\circ} 56'$. Light airs and calm during the afternoon and night.

Wednesday, August 19.—Light airs and calm; weather fine. At 2 p. m. sent a boat on board of an English bark from Natal for London. Latitude $32^{\circ} 52' 44''$, longitude $17^{\circ} 9'$. Land in sight from the mast-head.

Thursday, August 20.—Weather variable. In the early morning we had a densely overcast sky, at 11 a. m. clear, bright sunshine, and at 1 p. m. a sky again entirely overcast with black clouds and a misty rain setting in—probably precursors of a gale from the N. W. Latitude $32^{\circ} 45'$, longitude $16^{\circ} 55'$. We have thus been baffled with thick weather, light airs, and calms for five days, being to-day only 120 miles distant from the cape.

Friday, August 21.—Morning cloudy, with an occasional sprinkle of fine rain; wind fresh from the N. W.; ship under single reefs. Latitude $33^{\circ} 14' 46''$, longitude, D. R., $15^{\circ} 41'$. At 2:30 p. m. ran off before the wind some 10 miles, and showed the United States colors to a Dutch bark. Hauled up on the starboard tack.

Saturday, August 22.—Latitude $32^{\circ} 13' 19''$, longitude $16^{\circ} 8' 30''$. At 3 p. m. sent a boat on board of an English ship from Bombay for Liverpool. Blowing a moderate gale, with thick weather all night.

Sunday, August 23.—The gale has broken, the wind having hauled to the southward and westward and become light, leaving a rough, irregular sea, in which we are rolling and tumbling about. Had the usual jail delivery upon coming out of port; read the proceedings of the court-martial and a general order. Intemperance and rascality seem to have taken a deep hold of my villains, and it is troublesome to manage them, whenever it [is] possible for them to get drunk and make beasts of themselves. Latitude $31^{\circ} 43' 34''$, longitude $15^{\circ} 30'$. At sunset sent a boat on board of a Dutch bark from Batavia for Amsterdam; had seen no American vessels.

Monday, August 24.—Latitude $31^{\circ} 24'$, longitude $14^{\circ} 34' 30''$. At 5 p. m. sent a boat on board another Dutch bark from Batavia for Amsterdam.

Tuesday, August 25.—Dense, cloudy morning; got a glimpse of the sun and latitude at 12 o'clock. Our fresh-water condenser is about giving out, the last supply of water being so salt as to be scarcely drinkable. This will be a serious disaster for us if we can not remedy it at Cape Town, for we have no tank room for more than eight days' supply and no place to store casks except on deck, where they would interfere with the guns. And so I have borne up to run for Angra Pequena, where I expect to pick up my prize crew, that I may return to Simon's Bay to see what can be done without further delay. I am quite knocked up with cold and fever, but sick as I may be I can never lie by and be quiet, the demands of duty being inexorable and incessant. Latitude $31^{\circ} 18'$, longitude, D. R., $13^{\circ} 37'$.

Wednesday, August 26.—Weather clear; wind very fresh from the S. E.; atmosphere hazy. We have experienced an offshore set of about a mile an hour, or it may be that the ship has been run off her course. Latitude $27^{\circ} 57' 17''$, longitude $14^{\circ} 12' 30''$. Soon after nightfall shortened sail and stood off and on—four hours off and two hours on—during the night.

Thursday, August 27.—Morning fine. Made all sail at early daylight, and stood in for the land, having every promise of getting latitude at meridian for position and running in to an anchor [age] early in the afternoon, but an ominous fog bank that we had noticed hanging over the land for a short time before suddenly enveloped us at 8 and shut us in so completely as to render it difficult to see a hundred yards in any direction, the wind the while blowing fresh from the south; weather cool and uncomfortable and the rigging dripping rain. Hove to and awaited anxiously the disappearance of the fog, but hour after hour passed and still no change. Six, seven bells struck, and the fog appeared to grow more dense and the wind to increase. Wore ship and put her head off shore; went below and turned in in supreme disgust. At 1:30 aroused by the report that there was a topsail schooner close aboard. She ran down for us, when we backed main topsail and sent a boat and brought the master on board. He being, like ourselves, bound into Angra, consented to pilot us in. Filled away and made sail. We were to-day at noon, by computation, W. S. W. from Pedestal Point (Angra), distant about 10 miles. The fog continued most relentlessly unto 4 p. m., when it disappeared, and we wore ship for the land and were probably on the point of making it just at sunset, when the fog came on again and enveloped everything in impenetrable darkness. Wore ship seaward, and stood off and on during the night, the weather blustering.

Friday, August 28.—Morning cloudy; wind blowing half a gale. At 8:50 took a single reef in the topsail; the schooner in sight to leeward. At 9:30 made the land, and soon came in full view of it. My would-be pilot could not recognize it until the schooner, having run in ahead of us, ran down to leeward, by which we knew that she had made out our position. I followed her and ran in and anchored in Sheerwater [Shearwater] Bay, my pilot being of no sort of assistance to me, he showing a very imperfect knowledge of the locality. Soon after anchoring a boat came out of the lagoon to us and we recognized some of our prize crew of the *Sea Bride* in her, with Captain Elmstone. In effect, the *Tuscaloosa* and the prize had both been three days in the harbor of Angra Pequena, Elmstone having concluded the purchase of the prize in the sum of £3,500, and paid the money over to Low, who brought it on board in the afternoon. Low is still busy discharging his wool to De Pass, Spence & Co., according to my contract with Anderson (Wil-

ham, of the firm of Anderson, Saxon & Co.). Later in the afternoon we got up our anchor again and ran into the lagoon, and anchored near the *Sea Bride* in 7 fathoms water. The agreement with Anderson about the wool (and any other articles I may land at a future day) is, that he is to ship it to an agent in Liverpool, who is to sell it, and two-thirds of the net proceeds are to be deposited to my credit, say in the Bank of Liverpool. A number of the officers are off this evening to visit the *Tuscaloosa*, no doubt to get a good drink of fresh water. I have sent my pitcher for some, being nearly parched up with the salt water we have been drinking for the last three days. We are lying in smooth water, in a snug harbor, and I hope to get what I have not had for several nights—a good night's rest. A more bleak and comfortless prospect in the way of landscape could scarcely present itself to the eye. Nothing but sand and rock; not a sprig of vegetation of any kind to be seen. In fact, it never rains here, and this is consequently a guano region. We passed a bank of guano on Halifax Island, a shanty, and a few laborers, and a large army of penguins spread out with much solemnity on the island.

Saturday, August 29.—A dense fog from early morning to near noon; wind light from the north in the morning, hauling to the south in the afternoon. Getting on board flour, etc., from the *Sea Bride*, and water from Elmstone's schooner—1,500 gallons—which will enable me to cruise some twenty days before running in to repair my condenser. Hauled a borrowed seine in the afternoon and caught a fine lot of fish.

Sunday, August 30.—Weather clear. At 10:30 mustered the crew and landed James Adams, ordinary seaman, discharged by sentence of court-martial with forfeiture of pay and prize money. Blowing a moderate gale of wind in the afternoon and night; veered chain.

Monday, August 31.—Weather perfectly clear. At 7 a. m. got underway under sail and stood out of the harbor. At 8 took in topgallant sails, and at 9 single reefed the topsails, it blowing a moderate gale of wind from the S. S. W. (compass). Ran off west, but saw nothing of Admiral Wood's shoal, nor do any of the coasters know anything about it. Latitude $26^{\circ} 51'$, longitude $14^{\circ} 40'$.

Tuesday, September 1.—Wind clouds and patches of clear sky; wind from the south; current 30 miles, N. W. by W.

Wednesday, September 2.—Weather fine; wind light, from the westward; sea smooth. At 10 a. m. sent a boat on board the English ship *Punjab*, from the East Indies for London. Latitude $28^{\circ} 37' 8''$, longitude $10^{\circ} 13'$.

Thursday, September 3.—At 3 a. m. sent a boat on board of an English bark from the East Indies for London, with coffee. Latitude $29^{\circ} 43' 42''$, longitude $8^{\circ} 59'$.

Friday, September 4.—Latitude $30^{\circ} 4' 18''$, longitude $8^{\circ} 46' 30''$. We are on the Yankee track, but see no Yankees. They no longer pursue the beaten road. At 8:30 p. m. a steamer passed to windward of us, steering about S. E. by S., probably the English mail steamer, due about this time and bound for the cape.

Saturday, September 5.—Latitude $30^{\circ} 24' 8''$, longitude $9^{\circ} 28''$.

Sunday, September 6.—Latitude $30^{\circ} 35' 9''$, longitude $11^{\circ} 16' 30''$. This morning we turned steam on our condenser and found it entirely destroyed. Put the ship's company upon one-half gallon of water per day. Mustered the crew and read the articles of war.

Monday, September 7.—After several days of light airs and calms, the wind is whistling through rigging to-day, and we have a gale of wind from the S. E. Under single reefs and bonnets off. Latitude

$31^{\circ} 17' 3''$, longitude $11^{\circ} 7' 30''$. We have a hard struggle to get to the eastward; but patience! All things end—even gales of wind. Just before night we descried a sail running to the northward and westward. Bore up a point, and in attempting to turn a reef out of the topsails split the main topsail. Took the close reef in the fore again and bent a new main topsail. By this time we had run down pretty close to the chase, which showed English colors and was evidently English. She was from Bombay for Liverpool. While wearing, to haul on a wind on the port tack, descried a topsail schooner by the wind. We had a rough, ugly night of it, with a continuance and even increase of the gale and a short, abrupt sea, into which the ship occasionally rolled and pitched with violence, frequently thumping my cot against the beams overhead and awaking me. Shipped large quantities of water through the propeller well; cabin deck leaking.

Tuesday, September 8.—Weather cloudy, the sun shining faintly through the gray mass. Gale continues, the wind (E. S. E.) not having varied a hair for the last sixteen hours; barometer gradually falling. Ship rolling and pitching in the sea and all things dreary looking and uncomfortable. I am supremely disgusted with the sea and all its belongings. The fact is, I am past the age when men ought to be subjected to the hardships and discomforts of the sea. Seagoing is one of those constant strifes which none but the vigorous, the hardy, and the hopeful—in short, the youthful, or, at most, the middle-aged—should be engaged in. The very roar of the wind through the rigging, with its accompaniments of rolling and tumbling, hard, overcast skies, etc., gives me the blues. This is a double anniversary with me. It was on the 8th of September that I received my first order for sea service (1826), and it was on the 8th of September that Worth's division fought the battle of Molino del Rey (1847). What a history of the United States has to be written since the last event! How much of human weakness and wickedness and folly and scoundrelism generally has been developed in these years. But the hyenas of the North will receive their reward under the inevitable and rigorous laws of a just government of the world. Latitude $31^{\circ} 41' 29''$, longitude $11^{\circ} 16' 30''$. During the afternoon, the weather having moderated somewhat, overhauled three English ships and one English bark; sent a boat on board one of the ships, the *Cameronian*, from Calcutta for Liverpool.

Wednesday, September 9.—Blowing a gale of wind from the opposite quarter to-day, W. N. W. Soon after dark last night the wind ceased suddenly and a very light air came out from the northward and westward, which was a gale by this morning. At meridian showed colors and exchanged signals with an English bark, from Calcutta for London. She saluted our flag, but the rascals sometimes salute the Yankee flag, too, when we have it up. John Bull has become so rich that he is as politic as timid. If "conscience makes cowards of us all," so does gold. Latitude $32^{\circ} 30' 11''$, longitude $12^{\circ} 49'$. At 9 p. m. came up with a ship under reefed topsails on the port tack and fired a gun, and soon after ranged up within speaking distance and ordered her to heave to. The master wanted to know what I wanted him to heave to for, who I was, he was no English man-of-war, etc., and, seeming disposed to be obstinate, I told him I would fire into him unless he complied; that I would send a boat to inform him who I was, etc., and gave an order to have the bow gun shotted, and, finally, directed a musket to be got ready—all within hearing of the stupid fellow—before he backed his main topsail. He proved to be the English ship *Flora*, from Manila for Liverpool. He was quite insolent to the boarding officer, who reported

us as the U. S. S. *Ticonderoga*, and at first refused to produce his papers, but finally brought them out, upon being told by the boarding officer that he would give him two minutes, and if he did not produce them he would find a way to make him. He said he had heard some news we would be glad to hear, but he would not tell us, etc. Just as the officer was about to shove off he told him that Manila had been destroyed by an earthquake while he lay in the harbor. The gale abated during the afternoon.

Thursday, September 10.—Weather cloudy; wind from the northward and westward, hauling in the afternoon to S. W. Weather looks unsettled all around the horizon. Latitude $33^{\circ} 16' 40''$, longitude $15^{\circ} 20' 45''$. An easterly current of a knot and a half per hour.

Friday, September 11.—Weather very fine; wind light from the S. W. At 6:30 showed the English colors to an English bark after a short chase. Latitude $33^{\circ} 10'$, longitude $16^{\circ} 37' 30''$. Thirty-five miles northeasterly current.

Saturday, September 12.—Latitude $33^{\circ} 43' 14''$, longitude $16^{\circ} 3' 30''$.

Sunday, September 13.—Morning very fine, with the wind light from the S. W., increasing toward noon, and clouding. Table Mountain in sight, bearing E. S. E., distant about 40 miles. Latitude $33^{\circ} 51' 40''$, longitude $17^{\circ} 34'$. No sail in sight! Mustered the crew. How tiresome is the routine of cruising becoming! Blowing a gale of wind from the N. W. by nightfall. Under single reefs and trysails, with the bonnets off. An ugly, short, chopping sea got up during the night, into which the ship plunged and rolled so as to awaken me every now and then.

Monday, September 14.—Blowing a gale of wind from the westward, with an ugly sea on. Lying with single-reefed topsails in sight of the cape, with nothing else in sight but the cape pigeons. Latitude $34^{\circ} 28' 39''$, longitude $17^{\circ} 43''$. The gale abated during the afternoon, but the sea continued all night.

Tuesday, September 15.—Table Mountain bearing E. at noon, distant about 50 miles. Latitude $34^{\circ} 26' 43''$, longitude $17^{\circ} 30'$. Not a sail has been seen for the last three days.

Wednesday, September 16.—Weather very fine. At daylight lighted fires and at 8 a. m. went ahead under steam. Saw nothing during nearly a whole day's steaming, except a bark (neutral) toward evening. At 3 p. m. doubled the Cape of Good Hope and steamed into the anchorage at Simon's Town, where we came to at about 4:30 p. m. The *Vanderbilt* had left on Friday last and was reported to have hovered near the cape for a day or two. Greatly discouraged by the news from home—Vicksburg and Port Hudson fallen, Rosecrans's army marching southward, and Lee having recrossed the Potomac. Our poor people seem to be terribly pressed by the Northern hordes of Goths and Vandals, but we shall fight it out to the end, and the end will be what an all-wise Providence shall decree.

Thursday, September 17.—Weather good. Called on the admiral and received a visit from the captain of the *Narcissus*, Bickford. Various misrepresentations had been made to the admiral as to my proceedings since I left, etc., by the U. S. consul, which I explained away. Spent an agreeable half hour with the admiral and his lady. There being no coal here—the *Vanderbilt* having taken it all—I made arrangements for it to be sent to me from Cape Town. Visited the Dutch transport.

Friday, September 18.—Weather pleasant. Took a long stroll up the hills, permitting the men to visit the shore on liberty, and they are behaving badly, as usual.

Saturday, September 19.—The steamer *Kadie* arrived with coals for me from Cape Town. Hauled her alongside and commenced coaling. Walked on shore and lunched with Captain Bickford. Dispatched letters for the mail steamer for England. Liberty men drunk and few returning. Dined with the admiral. A very pleasant party, composed entirely of naval officers—the captains of the ships present, the captain superintendent of the dockyard, etc. After dinner the young ladies made their appearance in the drawing-room and we had some music.

Sunday, September 20.—Weather very fine. Heeled ship over to get at the copper around the blowpipe, which was worn off. Visited the shore at half past 9, took a long walk, dropped in upon the port captain, and went to church, Father Kiernan saying mass. He is an earnest, simple-minded Irish priest, with a picturesque little church on the hillside, and a small congregation, composed chiefly of soldiers and sailors, a seaman serving mass, Captain [J. H.] Coxon and a couple of the lieutenants of the squadron being present. Liberty men returning in greater numbers to-day; the money is giving out and the drunk wearing off.

Monday, September 21.—Morning cloudy. At daylight hauled the steamer alongside again, and recommenced coaling. Called to see the ladies at the admiral's after the dinner, and walked through their quite extensive garden, winding up a ravine, with a rapid little stream of water passing through it. Afternoon rainy.

Tuesday, September 22.—Morning cloudy, with showers of rain; wind hauling to the S. E., and the weather clearing toward noon. Coaling. A large number of liberty men on shore yet. The Yankee consul, with usual unscrupulousness, is trying to persuade them to desert, and the drunken and faithless rascals will, many of them, no doubt, sell themselves to him. With one or two exceptions the whole crew have broken their liberty—petty officers and all. With many improvements in the character of the seaman of the present day in regard to intelligence, he is as big a drunkard and as great a villain as ever. Finished coaling this afternoon. Equinoctial weather, blustering and rainy.

Wednesday, September 23.—Refitting the fore-topmast. Some twenty men still absent. A few are picked up by the Simon's Town police for the sake of the reward; and the sailor landlords, those pests of all sea-ports, are coming on board and presenting bills against the drunken rascals for board, etc. Of course these claims are not listened to. It is a common contrivance with Jack and these sharks to endeavor to extort money out of their ships. The process is simple enough. The landlord gives Jack a glass or two of bad liquor, and, it may be, a meal or two, and it is agreed between them that a bill of twenty times the value received shall be acknowledged. The land shark charges in this exorbitant way for the risk he runs of not being able to get anything. Knowing the villains well, I did not permit them to impose upon me.

Thursday, September 24.—Blowing a gale from the S. E. Waiting for the chance of getting over my deserters from Cape Town. Informed by telegraph in the afternoon that it was useless to wait longer, as the police declined to act. It thus appearing that the authorities declined to enable me to recover my men, 14 in number, enough to cripple my crew, I received on board 11 vagabonds, hungry and nearly shirtless, to take passage with me out to my own dominions, the high seas; thus very nearly setting off the number I had lost. Having a high respect for her Majesty, I made no contract with these fellows in her dominions. Informed by telegrams from Cape Town that vessels had arrived reporting the *Vanderbilt* on two successive days off Cape Agulhas and

Point Danger. The moon being near its full, I preferred not to have her blockade me in Simon's Bay, as it might detain me until I should have a dark moon, and being all ready for sea, this would have been irksome, and so, the gale having lulled somewhat toward 9 p. m., I ordered steam got up, and at half past 11 we moved out from our anchors. The lull only deceived us, as we had scarcely gotten underway before the gale raged with increased violence, and we were obliged to buffet it with all the force of our four boilers. The wind blew fiercely, but still we drove her between 5 and 6 knots per hour in the very teeth of it. Nothing could exceed the peculiar, weird-like aspect of the scene, as we struggled under the full moonlight with this midnight gale. The surrounding mountains and highlands, seemingly at a great distance in the hazy atmosphere, had their tops piled with banks of fleecy clouds remaining as motionless as snow banks, which they very much resembled, the cold south wind assisting the illusion; the angry waters of the bay breaking in every direction and occasionally dashing on board of us; the perfectly clear sky, with no sign of a cloud anywhere to be seen, except those piled on the mountains already mentioned; and the bright full moon shedding her mysterious rays on all surrounding objects, illuminating, yet distancing objects; all these were things to be remembered. And last, the revolving light on the cape at regular intervals lighting up the renowned old headland. We passed the cape at about 3 a. m., and bearing away gave her the trysails reduced by their bonnets and close-reefed topsails; and I turned in to snatch a brief repose before the toils of another day should begin.

Friday, September 25.—The gale continues, though it has moderated as we have run off the coast, and the weather has changed. We now have a succession of rain squalls. Saw two sail, but in the gale did not chase. At 7:30 let the steam go down and hoisted the propeller. Delivered the jail, as usual, upon getting to sea, and shipped the men who came on board of us last night. We shall have to wash them, clothe them, and feed them awhile before they will be fit for use. It will take several days, too, to work the grog out of the regular crew before they will settle down into good habits and cheerfulness. One of our greatest losses is the Irish fiddler, who ran off with the rest. At 11:30 wore ship and gave chase to a ship showing English colors and having an English look. Did not board her on account of the gale, which has freshened again. At 11:45 wore again to the southward. Latitude $35^{\circ} 26'$, longitude $18^{\circ} 15'$. The rain squalls have given place to low-flying white clouds, and with this exception the weather has become clear. Barometer high, as it always is in these southeasterly gales. Cloudy and ugly looking toward night.

Saturday, September 26.—Weather changeable; cloudy and clear by turns. Wind moderate, but still from the S. E. Latitude $37^{\circ} 28' 1''$, longitude $17^{\circ} 58'$. We are getting into the region in which ice is occasionally fallen in with in the spring season (now), and I have the temperature of the air and water taken every half hour from 7 p. m. until daylight. Light airs and calm during the night.

Sunday, September 27.—Weather partially clear. A heavy, confused sea, with a falling barometer, and the wind very light from the N. W. To-day is the fifty-fourth anniversary of the birth of the unworthy writer. How time flies as we advance toward old age! May God in His mercy protect and preserve us and restore us, before another anniversary shall roll round, in peace to our families. How strange seems the drama of human life when we look back upon it; how transient,

how unsatisfying! My life has been one of great vicissitude, but not of calamity or great suffering, and I have reason to be thankful to a kind Providence for the many favors I have received. I have enjoyed life to a reasonable extent, and I trust I shall have fortitude to meet with Christian calmness any fate that may be in store for me, and to undergo the great change, which awaits us all, with composure and a firm reliance upon the justice and goodness of God. My dear family I consign with confidence to His care, and our beloved country I feel certain He will protect and preserve, and in due time raise up to peace, independence, and prosperity. Our struggle must be just and holy in His sight, and as He governs the world by inexorable laws of right and wrong, the wicked and cruel people who are seeking our destruction can not fail to be beaten back and destroyed. But it may be His pleasure to scourge us severely for our past sins and unworthiness, and to admit us to His favor again only when we shall have been purified. Finally, I have an abiding confidence that whatever is right the just laws of nature will work out. Latitude $37^{\circ} 52' 5''$, longitude $19^{\circ} 3'$. Air, 59° ; water, 60° ; barometer, 29.69; distance run, 60 miles; current, 40 miles, S. E. At 10 p. m. overhauled a sail steering a point or two more to the eastward than ourselves—a hermaphrodite brig. Did not communicate, as it was blowing a gale of wind and the small craft was probably not Yankee.

Monday, September 28.—Cloudy weather, with a fresh gale from the N. W. Barometer, noon, 29.57; air, 60° (night); water, 63° ; current, 18 miles, E. S. E.; distance, 206 miles. Latitude $39^{\circ} 2' 32''$, longitude $23^{\circ} 7'$. The night set in very ugly looking; heavy black clouds, with rain and lightning, in the north, the wind hauling in that direction; barometer 29.50. The weather improved, however, as the night advanced, and we had partial benefit of the light of the moon to enable us to avoid a chance iceberg.

Tuesday, September 29.—Weather clear, with passing squalls and light rain; wind from about N. N. W. to N. and moderate, freshening toward noon and veering more to the westward. Barometer has been steady at 29.50 for some hours; air during the night, 54° ; water, 54° ; distance run, 200 miles; current, 35 miles, E. N. E. Latitude $39^{\circ} 2' 10''$, longitude $27^{\circ} 20' 54''$. Afternoon: Weather fine; barometer down to 29.49; cloud banks in the N. E. and S. E. All the port studding sails set. Water green, as if there were from 60 to 75 fathoms; probably on the Canning Bank.

Wednesday, September 30.—Rough weather, with the wind fresh from the N. N. W., with passing rain squalls; sea turbulent. Barometer, 29.47; air (night), 55° ; water, 58° ; distance run, 221 miles. The ship has outrun her log 6 or 7 miles, more probably from the heave of the sea than from a current. Weather looking better at noon. The water has resumed its usual deep sea hue. In high southern latitudes in the Indian Ocean the storm spirit seems to hold high carnival all the year round. He is constantly racing round the globe from west to east, his labors, like those of Sisyphus, never ending. He lashes the ocean into an unceasing rage, scatters the icebergs here and there, and sends the tall billows breaking over them furiously amid tempests of snow and hail and rain. In a dark night the navigator has only to "tie all fast" and let his ship run, keeping the best lookout he can; but this does not amount to much, even with the aid of the water thermometer. He runs his ship with somewhat the feeling of the desperate gambler, who shuts his eyes and holds his breath as he throws his fortune, whatever that may be. Many a staunch ship, never heard of, has no doubt been shiv-

ered into a thousand fragments against these polar pitfalls of the mariner, and their crews have sunk amid the roar of the tempest and the crash of the ice. Latitude $39^{\circ} 12'$, longitude $31^{\circ} 59' 18''$. An ugly night, with the gale fresh from the N. N. W., with squalls of rain, and lightning in the N. E. and S. E. Barometer rising. We have a moon, but the rain clouds obscure it.

Thursday, October 1.—Weather more moderate this morning; wind still from the N. N. W., hauling occasionally to N. W. and inclining to be light; an ugly sea remaining, however. Barometer has at last risen, and that without a change of wind; it is now (noon) 29.85. The wind is now, however, about W. by S., and will probably go round to the S. W. before the barometer regains its usual good-weather range. Air, 53° ; water, 57° ; distance run, 182 miles; current, 20 miles, east. Latitude $39^{\circ} 15' 42''$, longitude $35^{\circ} 46' 30''$. I have hauled her three-quarters of a point more to the eastward (E. S. E. $\frac{1}{4}$ S.) to run between a couple of dangers marked doubtful upon the chart. From present appearances we are not likely to be up with them to-night. Wind hauled in a squall in afternoon to S. and S. by W., and barometer rose to 30.

Friday, October 2.—An uncomfortable, wintry day, with a clouded sky and a fresh breeze from about S. S. W. We have had a set to the northeast in the last twenty-four hours of 47 miles. Air, 49° ; water, 54° (night); barometer (noon), 30.25; distance run, 160 miles. Latitude, observed, $38^{\circ} 27' 50''$; longitude, $39^{\circ} 2'$. In consequence of having struck this northeasterly current my course failed to run me between the two dangers intended (the two southern positions), but it ran me between the two northern. From latitude and longitude of yesterday I made good a course of E. by N. $\frac{3}{4}$ N. (true), and ran up to noon to-day 160 miles. This course and distance (both deduced from observation) ran me within from 2 to 3 miles of the middle danger and 5 or 6 of the northern, but no sign of any shoal or other danger whatever was seen. The sea remained deep blue, and, it being rough, a breaker might easily have been seen from the masthead 7 or 8 miles or farther. These two dangers should be removed from the chart. They probably were put there upon the "cock and bull" story of some muddle-headed fellow, whose beer had been too strong, and who, as it would appear, was too lazy and too indifferent to the fate of his fellow-seamen (if, indeed, he believed what he reported) to get a cast of the lead or to endeavor to rectify by a closer approach the danger which he thought he saw.

Saturday, October 3.—At daylight made a sail half a point on the port bow. Gave chase, and at 8:30, making her out to be a steamer, we got up steam, lowered the propeller, hauling on a wind for awhile to wait for the steam, lest the stranger should be an enemy, and ran down upon her and boarded her. She proved to be the English steamer *Mona*, from London for Shanghai. Reports that there will be three New York steamers due at Shanghai about the time that she is. Air, 44° ; water, 48° ; distance run, 180 miles; current, east, 50 miles; barometer, 30.27. Latitude $38^{\circ} 46'$, longitude $42^{\circ} 49'$. The temperature of the water last night was rather icy. The cape pigeon still follows our wake as industriously as ever, and we have had some albatross around us for several days past. To-day we caught one of these birds with hook and line. It was quite a lift to get it inboard, it being so fat and heavy. It measured from tip to tip of wing 10 feet. The little petrel seems almost to have disappeared since we made the acquaintance of the cape pigeon on our passage to the Cape of Good Hope, one or two at a time being seen at rare intervals only. It seems to prefer the northern hemisphere—driven from the south, probably,

by the larger birds. The great albatross, though very active and powerful on the wing when cresting the billows, and though able to rise with great facility from the sea, was quite powerless when laid upon the deck.

Sunday, October 4.—Wind from about S. S. W., and moderate, inclining to be light toward noon. At 11 mustered the crew and read the articles of war. Air, 57° ; water, 60° ; barometer, 30.33; distance run, 200 miles; current, 33 miles, E. N. E. Latitude $38^{\circ} 43' 46''$, longitude $46^{\circ} 56' 6''$. We are to the eastward of the region in which ice has been most frequently seen (between longitude 20 and 40.) The ice met between these meridians in latitude from 36° to $45^{\circ} 50'$ comes most likely from the Antarctic continent and returns in the direction of Graham Land. It would thus have an E. N. E. drift, which is just about the set of the current driven along here by the constantly prevailing westerly winds. Nearly calm all the afternoon, with a dull, leaden sky, and the weather quite cold; thermometer 48° in my cabin.

Monday, October 5.—Morning dull, cloudy, and cool; wind hauled during the night to N. and is blowing a fresh breeze at noon. Air, 54° ; water, 60° ; current, 30 miles, east; distance run, 114 miles; barometer, 30.14. Latitude $38^{\circ} 47' 22''$, longitude $49^{\circ} 20'$. The weather continued to thicken in the afternoon and the wind to increase, with a falling barometer, indicating the approach of a gale. At 9, the squalls becoming heavy, took in the topgallant sails and foresail; double reefed the topsails and took the bonnets off the trysails, and under this sail we scudded the ship all night, the barometer continuing to fall, the wind blowing a fierce gale, and the sea running pretty heavily. The gale has proved to be a cyclone. We were overtaken by the north-eastern edge of it early this morning, the wind at N. by W. (true). As we ran about an average of 10 knots all day due east, or very nearly in the direction in which the gale proved to be traveling, it gained on us very slowly, and the wind scarcely varied half a point in eight or nine hours. Toward night, however, the barometer began to settle more rapidly, the gale increased, and the wind began to haul more to the westward, being about W. at 4:30 a. m., with the lowest barometer 29.65. The center of the storm was then just abreast of us, bearing S., distant, perhaps, a degree or a degree and a half. At 5 a. m. the wind shifted suddenly from W. to W. S. W. or S. W. by W., showing that the vortex had passed us. Immediately the barometer began to rise. The center of the gale having thus passed, I brought the ship by the wind on the port tack to allow the gale to get a little the start of me, before I should begin to chase it, that I might have better weather. After lying to three hours, the barometer continuing to rise and the wind moderating, though the sea continued heavy and irregular, I made sail on my course. From my experience of two weeks from the cape I should judge that the west winds which traverse the parallel I am running, 39° , are a series of cyclones, and that their vortices do not pass very far to the south of me.

Tuesday, October 6.—Early morning, blowing a heavy gale; wind W. S. W., barometer, 29.65, and rising at 5 a. m. Weather thick and rainy. The clouds so far thinned off at noon as to enable us to get a glimpse of the sun through a rather opaque veil. Latitude $38^{\circ} 44' 18''$, longitude, D. R., $53^{\circ} 33'$. Barometer, 29.73; air, 60° ; water, 60° ; current, no observation for; observation afternoon, 26 miles; distance run, per log, 192 miles. A strong gale from the S. W. during the afternoon and night, with the barometer rising rapidly, it being at 9 p. m. 29.95. The dense clouds are dispersing and an occasional clear patch

of sky is visible. We are getting ahead finely on our course, but this rough weather tries the ship badly, being so long [in] the heavy, irregular seas causes her to complain and work in every timber. As yet she makes but little more than her accustomed water.

Wednesday, October 7.—Another dark, cloudy day, with the wind moderate from S. S. W. to S., but the sea still rough and irregular, rendering it quite difficult to get a horizon for observations of the sun, he being occasionally visible through the thick veil of clouds that were passing over him. The weather is so damp that everything in the ship is wet and uncomfortable, and the cold is greater to the feeling than the thermometer would indicate. Air, 50° ; water, 57° ; current, about a knot an hour, to the northward and eastward, the set of it being very much influenced by the winds, northerly, with southerly winds and *e converso*; distance run, 162 miles; barometer, at noon, 30.12. Latitude $37^{\circ} 51'$, longitude $57^{\circ} 30'$. Nearly calm all the afternoon; weather still thick, not a star being visible at 8 p. m.; heavy sea continues from the S. W. Barometer still rising—30.15 at 8 p. m. What with the cold weather, the storms and the calms, and the heavy seas, we have a time of it. The birds seem to enjoy the bad weather, however, for the harder it blows the more brisk they are upon the wing, and they collect in greater numbers around the ship. Both the cape pigeons and the albatross are silent birds, as I have not yet heard them utter a note. These birds live, probably, constantly upon the sea, except in the season of incubation, and by what wonderful instinct do they find their way, at the proper time, over a waste of a thousand miles and more of water to the appointed place. The petrel has disappeared altogether, and we have a large brown bird in its place, similar in appearance to the albatross, though not quite so large.

Thursday, October 8.—Weather still cloudy and dark, with light rain accompanying the squalls of wind in the afternoon. The wind has hauled from S. by W. to W. N. W.; is freshening and blowing a fresh gale at noon, and the barometer is again falling. Air, 52° ; water, 58° ; barometer, 30.05; current, about N. E. by E., 21 miles; distance run, 138 miles. Latitude $38^{\circ} 4' 27''$, longitude $60^{\circ} 23'$. The heavy sea from the S. W. still continues.

Friday, October 9.—Weather exceedingly capricious. In the early morning we had a bright sky for an hour or two, when it thickened and became cloudy again. The heavy southwesterly swell still continues. Air, 54° ; water, 57° ; barometer, 30; current, N. E. by E., 25 miles; distance run, 185 miles. We are out two weeks from the cape to-day, and are 2,400 miles distant from it, having averaged 171 miles per day, which is very good running; but then we have been kicked on end all the time, with very little comfort and a good deal of wind and sea; but these are always the penalties one pays for good runs. Ships do not make good passages, any more than we obtain any of the other goods of life, without strife and labor. Latitude $38^{\circ} 16' 53''$, longitude $64^{\circ} 15' 30''$. During the afternoon the weather cleared and began to be fine with "trade" (N. W.?) clouds, though rather angry looking. But so sudden are the atmospheric changes in this inhospitable part of the Indian Ocean that at about 9 p. m. a dense, black squall, with rain, overtook us, and in the course of half an hour the whole heavens were overcast; the wind shifted suddenly from N. W. to W., and blew a gale the remainder of the night. Barometer from 29.85 to 29.90. In the course of two hours we were, from topgallant studding sails, reduced to single-reefed topsails.

Saturday, October 10.—Weather ugly looking all around; wind blowing a gale and squally from S. W. Air, 54° ; water, 56° ; barometer, 29.86—has been fluctuating a few hundredths; current, 25 miles, N. E.; distance run, 220 miles. Latitude $38^{\circ} 26' 30''$, longitude $68^{\circ} 57'$. Afternoon: Weather continues hard looking, and wind remains remarkably steady at about S. W. by W. If the shift of wind which occurred last night indicated the passing by us of a cyclone, traveling, like ourselves, to the eastward, the unchangeableness of the wind, both in direction and force, since the morning (now 5 p. m.) would show that we are now traveling at about the same rate as the gale. The barometer remaining stationary, too (29.86), would show the same thing, since it should rise if the gale outstripped us, and fall if we gained on it. Blowing up cold; wind quite piercing, although the temperature is only about 52° . Wind moderated during the night.

Sunday, October 11.—Cloudy, with an occasional patch of blue sky visible; wind moderate, from about W. S. W., inclining to be light toward noon. Barometer, 29.96; air, 51° ; water, 58° ; current, 24 miles, N. E.; distance run, 184 miles. Latitude $38^{\circ} 28'$, longitude $72^{\circ} 40' 57''$. At 11 a. m. mustered the crew. Afternoon: Weather still thick; wind has backed to the N. W. and the barometer is again falling, being now, at 4:30 p. m., 29.93. The wind continued to back during the night until it reached N. (true), the barometer still falling. At about 10 p. m. it blew a moderate gale, which continued to increase during the night, driving her along 12 to 13 knots per hour, under topgallant sails and a topmast studding sail.

Monday, October 12.—An ugly-looking morning, with the wind blowing a fresh gale from the N. (true) and a falling barometer; weather thick and rainy in squalls. We gradually shortened sail as the wind increased, until at 11 a. m. we had the ship under single-reefed topsails and fore trysail. At 11:30 the island of St. Paul was made through the gloom and rain, bearing about E. by S. The barometer at this time had reached 29.70, its lowest point, when suddenly the wind shifted from N. to W. S. W., heading us off as we were endeavoring to pass the south end of the island, and began to blow very heavily, raising a very heavy sea. Called all hands, close reefed the topsails and trysails, and brought the ship by the wind on the port tack, to pass the north end of the island. The wind in the meantime canted back a couple of points, bringing the island under our lee beam, and as the weather was very thick and the wind was blowing with such violence as to permit us to carry very little sail, and increasing, too, all the while, I felt anxious lest we might be driven headlong upon a lee shore without being able to help ourselves. However, the weather soon lifted enough to enable us to see the land again, which the first burst of the shift had hidden from our view, and we discovered that we were not so close upon it as I had feared, and that we had several points to spare under our lee, and so we gradually bore up until we passed this desolate little solitary in the midst of the great Indian Ocean, some 5 or 6 miles to the northward of it, having a very good view of its sere and yellow sides with our glasses. There being anchorage under the lee, we kept a lookout to see if perchance a Yankee whaler or seal catcher might be there, but all was lonely and desolate. Latitude $38^{\circ} 46' 27''$, longitude $77^{\circ} 12' 24''$. Air, 51° ; water, 52° ; barometer, 29.70; current, 24 miles, E. N. E.; distance run, 215 miles. We have thus accomplished the run from the meridian of the Cape of Good Hope and latitude $37^{\circ} 30'$ to the island of St. Paul in sixteen days, the distance being 2,840 and the average daily run $177\frac{1}{2}$ miles.

The total of current—always to the eastward—has been 442, or between a sixth and a seventh of the whole distance run. The winds have never been contrary, but always between N. and S. (true), veering from the N. by W. to S. and backing irregularly in the opposite direction.

The gale to-day would seem to be cyclonic, both the veering and shifting of the wind and the fall and rise of the barometer being in accordance with the theory of these rotatory gales. We were in the left-hand semicircle of the gale, and of course the vortex passed to the southward of us, the track being from W. to E. Night: Weather ugly, wind blowing very heavy in squalls, from about S. W. by W. (true), and a heavy sea, causing the ship to lurch very heavily occasionally. Scudding under close-reefed topsails with the foresail furled. Barometer rising slowly, 29.92 at 9:30 p. m. There seems to be no let-up to the bad weather on this parallel at this season of the year, and it must be still worse in winter. With short intervals of good weather in the summer months, St. Paul must be the scene of a perennial gale, the wind rushing and howling constantly from W. to E. And yet this is a beneficent arrangement for commerce—if there was not quite so much of a good thing—for while these west winds waft the ships to the far east with railroad speed, the counter system of S. E. trade winds, a few hundred miles farther north, performs the same office for the returning ships. These latter winds, though not generally so boisterous, are still fraught with their dangers, since they are occasionally interrupted by the terrible water tropical cyclones, the vortices of which seem to tear up the very foundations of the deep in their course.

Tuesday, October 13.—Weather still unsettled, with heavy banks of clouds pretty much all around the horizon, with occasional sunshine through the breaks; wind moderate from about S. W., with rain squalls; sea heavy; ship rolling uncomfortably; decks have been wet for two weeks. Air, 49°; water, 52°; barometer, 30.04; current, 9 miles, N. by E. $\frac{1}{2}$ E. (bad steering?); distance run, 159 miles. Latitude 38° 15' 21"; longitude 80° 29' 54". It was my intention to have cruised a day or two in the vicinity of St. Paul, but the bad weather has driven me on. A heavy, long sea during the afternoon, with the scene occasionally quite wild looking.

Wednesday, October 14.—We have had a comparatively clear day to-day, more sunshine than we have had for a couple of weeks, and we are airing clothes, bedding, etc., trying to get things a little dry once more, for the ship, though staunch and sufficiently tight, by the working of her seams in the heavy weather we have had, has taken in water enough through the seams of the bends to wet all the bedding in the wardroom and to leak down a little into my bookcases, etc. Like all our other blessings, we only appreciate the value of sunshine after we have been deprived of it for awhile. Air, 51°, and I have been nearly frozen all the time; water, 53°; barometer, 30.10; current, 24 miles, N. E. by N.; distance run, 156 miles. I am bearing away now more to the northward—the sunny North! Latitude 37° 47', longitude 83° 42' 30". Afternoon: Wind backing, with a falling barometer, indicating another blow and another spell of bad weather.

Thursday, October 15.—Weather cloudy, with the wind fresh from about N. by W. Air, 54°; water, 55°; current, 10 miles, eastward; barometer, 29.83; distance run, 192 miles. Carried away a topmast studding sail boom iron and parted the port leech of the maintopsail. Bent another. A gale of wind set in as the night came on. 10:30 p. m.: Barometer, 29.62, and falling; wind about N. (true), and very steady, inclining, if anything, to cant a little to the eastward. The vortex is

just astern of me, and if it should happen to be traveling to the northward of east it may pass over me, instead of to the southward, as the others have done. At any rate, there is no remedy for it now. We are under close-reefed topsails and trysails, and on the right tack (port), as I must be rather [to] left hand of the circles. The gale continuing to increase, brought the ship by the wind under the close-reefed main topsail, and close-reefed trysails at 10:30 p. m. Latitude $36^{\circ} 50' 15''$, longitude $87^{\circ} 36'$. The barometer continued to go down from this time until 2:10 a. m. Friday, October 16, when it reached 29.40, its lowest point, and the wind blew very heavily in squalls, accompanied with showers of rain and hail, the night being black and ugly looking and the wind hauling and roaring loudly over the wild waste of waters. During the last four hours the wind hauled from N. by W. (true) to W. (true), and at 2:15 the barometer began to rise, but very slowly. The deck was flooded with water and the ship was struck by some very heavy seas, the sea being confused and tumultuous, as might be supposed from the veering of the gale. At about 6 a. m. one of these monsters struck the gig—our best quarter boat—and instantly destroyed it. The ship begins to complain in these gales, making a little more water than usual. At 8:30 set the fore topsail and bore up on our course E. N. E., the wind having moderated, but still blowing fresh in thick, black rain and hail squalls, with a heavy sea. The ship is much easier, of course, running before it than lying to. This is the fourth well-marked circular gale that we have had in the last three weeks. The center of this storm must have passed at a greater distance to the southward of us than the others, as the bearings of the wind were much more regular, and we had no sudden shift. Still the gale was much the most violent we have had. Latitude $35^{\circ} 23'$, longitude $89^{\circ} 55'$. Air, 55° ; water, 54° ; no observation for current; distance run, 135 miles, the gale, in which we lay to ten hours, having broken in upon our day's work; barometer 29.57, and on a stand. Running before the wind under close reefs and reefed foresail. Afternoon: Gale increased, and between 12 and 1 it blew furiously, the whole sea being a sheet of foam, the air rendered misty by the spray, and the heavy seas threatening to jump on board of us, although we were scudding at the rate of very little less than 15 knots, the whole accompanied by an occasional snow squall from dark, threatening-looking clouds. It is not often that a wilder scene is beheld. In the meantime the cape pigeons are whirling around us, occasionally poisoning themselves against the storm as serenely, apparently, as if the elements were at rest. The barometer has remained perfectly stationary at 29.57 during this blow for seven hours (from meridian to 7 p. m.) without varying a single hundredth, during all of which time the gale was raging with unmitigated violence from about S. W. by W. to S. W. During this period we were traveling at about an average speed of 11 knots, and of course this must have been the rate of speed of the vortex, distant from us probably 150 to 200 miles. At 7 p. m. the mercury began to rise slowly, and at 8 was at 29.60, the weather looking less angry and the squalls not so frequent or violent. Verily, our good ship, as she is, darted ahead on the top of one of these huge, long Indian Ocean waves that pursue her, seems like a mere cockboat. It is remarkable that this is the anniversary of the cyclone we took off the Banks of Newfoundland.

Saturday, October 17.—The gale still continues. It blew very heavily all night in squalls, and the sea was very heavy. The barometer has been almost stationary for the last twelve hours, having risen .04 from

8 p. m. yesterday to 8 a. m. this morning (29.64); a tight race between the gale and ourselves, each of us traveling about 250 miles per day. This morning the weather looks better, the sun shining out brightly between the heavy rain squalls; wind S. W. Meridian: Wind not so violent in squalls; sea continues quite as heavy. Barometer, 29.65, rising by scarcely perceptible degrees; air, 47° ; water, 55° ; northeasterly set, probably "heave," of the sea, about 12 miles; distance run, 230 miles. Latitude $32^{\circ} 59' 28''$, longitude $93^{\circ} 28'$. I am to-day about antipodal with my home in Alabama, being about $3\frac{1}{2}^{\circ}$ farther south than the true antipodal line would require. The longitude is nearly exactly coincident, my house being in about 88° W.; and 88° W. + 93° E. = 181° . Well, there is one comfort, I can not very well get any farther away from home. Every day's run from this point, whether east or west, must carry me nearer to it, so that whether I look east, or whether I look west, I am looking equally toward home. When will the Almighty, in His providence, permit me to return to it? The merciful veil that hides from us the future keeps this secret likewise. Afternoon: The gale continued, though moderating by slow degrees, the barometer fluctuating a little from meridian to 7 p. m., it being at 29.64 at the latter hour. At 8 it rose to 29.70. Turned one reef out of the topsails. We begin to feel the effects of our change of latitude upon the temperature, it becoming sensibly milder toward nightfall. As we are now clearly on the equatorial side of ice I have discontinued the use of the marine thermometer.

Sunday, October 18.—The gale continues, though a good deal moderated. Wind from W. by S. to W. S. W., and sea still heavy. The barometer has fallen since yesterday, it being now (10 a. m.) 29.66. The weather looks unsettled and threatening and inclined to clear by turns; in other words, between a renewal of the gale and fine weather. As we are approaching the calm belt of Capricorn, probably we shall have the latter instead of the former. I have intermitted our usual Sunday muster to-day, the decks being awash all the time and the ship rolling and tumbling about. Latitude $30^{\circ} 59' 27''$, longitude $96^{\circ} 17' 30''$. Distance run, 195 miles; current, none; about 8 or 10 miles "heave of the sea;" barometer, 29.66. "Observing" has been particularly vexatious during the past week. What with the heavy seas constantly rising between the observer and the horizon, preventing him from producing a contact at the very instant, it may be, that he is ready for it, the passage of a flying cloud under the sun, when his horizon is all right and the heavy rolling of the ship requiring him to pay the utmost care to the preservation of his balance, and sometimes even to "lose his sight" from the necessity of withdrawing one hand suddenly from his instrument to grasp the rail or the rigging to prevent himself from falling; what with all these things the patience of even as patient a man as myself is sorely tried. Perhaps this constant, stormy tumbling about at sea is the reason why we seamen are so calm and quiet on shore. We come to hate all sorts of commotion, whether physical or moral. Afternoon: The gale is broken, the wind having subsided to a moderate breeze from the W. S. W., and the sea, though still heavy, going down. The barometer, however, has remained singularly stationary for the last twelve hours, it not having moved a single hundredth, and being now (6 p. m.) precisely where it was at 6 a. m.—29.66. Indeed, it has not varied more than .05 in thirty hours—from 29.65 to 29.70, and back again. I can only explain this upon the supposition that we have been traveling all this time parallel with the storm vortex and at about the same rate. If so, the storm must have curved to

the northward and eastward. The ship is again running along under her topgallant sails, but the heavy sea does not permit the decks to dry.

Monday, October 19.—Early morning clear and bright, clouding toward 10 a. m. The wind has backed to the W. N. W., and the barometer, which had risen to 29.76, has fallen again to 29.74, though I think we shall not have any bad weather, as we are now some 600 miles north of the parallel of 39° , in which we have found the weather so boisterous. Distance run, 200 miles, with a northeasterly set of 15 or 16 miles. Latitude $28^{\circ} 26' 44''$, longitude $98^{\circ} 43' 24''$. Afternoon: The wind only freshened so as to reduce us to single-reefed topsails for a few hours; it then went back to W. and moderated so as to permit us to make sail again, the barometer going up during the night to 29.79.

Tuesday, October 20.—Morning cloudy, becoming fine toward 10 a. m. The wind is about W., blowing a good breeze, and the sea is becoming comparatively smooth. Sunshine and a smooth sea have been rare conditions with us of late. Latitude $25^{\circ} 33' 4''$, longitude $99^{\circ} 42'$. Barometer, 29.80; distance run, 178 miles; ship about 8 miles ahead of her log. The local attraction of my compass, with ship's head to the northward, is about one half point easterly. Afternoon: Wind continues at W. N. W., and we are rapidly approaching the tropic; some moonlight; moon well advanced in her first quarter.

Wednesday, October 21.—Morning cloudy, with clear patches of sky. We crossed the tropic of Capricorn about 5 o'clock this morning, still holding our west wind, though it is becoming light. We have thus found constant westerly winds from the parallel of 39° to the tropic and from the meridian of the Cape of Good Hope to that of 100° , having made this run in twenty-four days and three-fourths, the distance run being 4,410 miles and the average run per day 178 miles. I presume this run has seldom been beat. Latitude $21^{\circ} 41'$, longitude $100^{\circ} 12'$. Current to the N. E., 20 miles; distance run, 173 miles; barometer, 28.90. We are at length in the calm belt, the ship having a speed of only a knot or two, with the wind too light to fill her sails, which are flapping idly as she moves about on the swell, and there is always a swell in the great Indian Ocean. The temperature is becoming agreeable. Exercised the crew at the battery for the first time in three weeks, owing to the bad weather and constant rolling of the ship.

Thursday, October 22.—Weather fine, with the wind light, hauling very slowly from the S. W. to S., whence it will probably soon haul to S. E. A day in the calms—having made no more than 88 miles. Barometer, 29.97. Latitude $21^{\circ} 13'$, longitude $100^{\circ} 10' 15''$. The paymaster reports that he has neither butter nor coffee on board, although he paid for three months' supply of each, and we are out only twenty-seven days. Some great neglect of duty somewhere; the proper quantities could never have been received on board. 8 p. m.: We have the trade wind from about S. S. E., freshening into a good breeze. We have thus passed the calm belt of Capricorn without any calm, and have had light winds only for about 100 miles. Four or five days more and we may hope to hear the cry of "sail, ho!" from aloft once more. We have not been cheered by this cry for nineteen days.

Friday, October 23.—Weather fine, with a fresh trade wind from about E. S. E. Barometer, 29.98; distance run, 142 miles. A tolerably smooth sea and sunshine enable us to put the battery in good order, overhaul the magazine and shell rooms, etc. Latitude $18^{\circ} 52' 14''$, longitude $100^{\circ} 10' 30''$. Afternoon: Exercised at general quarters. Just before night a sail was descried from aloft, on the weather quar-

ter, a ship at a long distance running before the wind, probably from Australia. Did not chase, as it would have been dark before we could have gotten sight of her from the deck, and we should have lost her. I should have lost, too, perhaps, 40 or 50 miles in the pursuit, and the chances were many to one that she was English. Being only about 700 miles from the Strait of Sunda, I am anxious to hurry on and see what the "fortune of war" has in store for me. *Quid erit?* The wind was fresh and squally during the night, with a clouded sky.

Saturday, October 24.—Morning cloudy; wind fresh, from E. by S.; clearing as the day advanced. Barometer, 29.95; distance run, 200 miles. Latitude $15^{\circ} 45' 49''$, longitude $101^{\circ} 25'$. The cape pigeons have disappeared.

Sunday, October 25.—Dark morning, with dense, black clouds and slight rain occasionally. Wind about E., and fresh. If this is a foretaste of our weather about Java we shall have an ugly time of it. Did not muster, in consequence of the bad weather, the crew being cleaned, however, and inspected at quarters. I am quite "under the weather" this Sunday morning, the sudden heat and moisture into which we have plunged having an unfavorable effect upon me. As usual, when not well, my thoughts turn despondingly toward my home and family, and my heart becomes sick indeed in contemplating the long, dreary period which has already elapsed since my separation from both, and the uncertain future. These are the real sacrifices which a naval officer makes to his country. The very heartstrings seem to be strained almost to breaking by this absence of years from those we love. Latitude, D. R., $12^{\circ} 26'$, longitude, D. R., 102° . We have lost the "trade" in about latitude $12^{\circ} 6'$.

Monday, October 26.—Cloudy, with a slight but almost continuous "spitting" of rain. Sun shining through a dim veil of gauze at noon. Got his meridian altitude imperfectly. Just before noon boarded our first sail from the Strait of Sunda—an English bark. She brought us intelligence that the *Wyoming* (a bark-rigged enemy's steamer), accompanied by a three-masted schooner, was cruising in the strait between the island of Krakatoa and Anjer. This is the first time I have found a pass guarded by the enemy. Latitude $10^{\circ} 27'$, longitude, D. R., $102^{\circ} 13' 30''$. The paymaster reports that he is out of beans. Just one month out. Afternoon and early part of night calm. The *Wyoming* being a good match for this ship, I have resolved to give her battle. She is reported to be cruising under sail—probably with banked fires—and anchors, no doubt, under Krakatoa every night, and I hope to surprise her, the moon being near its full. This is very uncertain, however, as the rainy season is setting in, and the changes from a bright to a densely clouded sky are rapid and frequent. We will do our best, and trust the rest to Providence. May the Almighty crown my enterprise with success! The Strait of Sunda has been exempted from all jurisdiction by treaty, and it and the uninhabited islands therein may therefore be regarded as the high seas. I shall violate no jurisdictional right if I assault my enemy within a marine league of one of these islands.

Tuesday, October 27.—Morning cloudy, the clouds becoming thinner toward noon, so as to let the sun shine dimly through them. We are in a flat calm, and have been for nearly twenty hours, and are stewing to death in the excessive heat, made all the more oppressive by the moist, inelastic condition of the atmosphere. Latitude $9^{\circ} 55'$, longitude $101^{\circ} 50'$. Afternoon: Cloudy and close; heat very oppressive. A very light air, scarcely enough to give the ship steerageway, sprang up

at nightfall. We tried the experiment to-day of shifting over another broadside gun to see how the ship would bear her battery thus, all on one side but one gun, giving seven fighting guns. She bore them well and we shall be able to fight them without difficulty. For want of men, however, the crew of the seventh gun will be composed, with one or two exceptions, of officers.

Wednesday, October 28.—Clear, calm, and hot; thermometer 82° in my cabin. We have made the long distance of 17 miles in the last twenty-four hours. Latitude $9^{\circ} 38' 38''$, longitude $101^{\circ} 51'$. Putting breeching and gear bolts to afterports for a shifting gun. At 11 p. m. sighted a sail, which we had altered our course to intercept, just before dark, she being then visible from the masthead. Gave chase, and at 1:45 a. m. fired a blank cartridge, but it falling nearly calm (we had had quite a hard squall during the first watch previous), and being at some distance from her, did not board her until daylight. She proved to be a Dutch ship from Batavia for Amsterdam. Had been boarded in Anjer roads on the 23d by a boat from the enemy's steamer *Wyoming*, then at anchor in Anjer.

Thursday, October 29.—Clear, with passing clouds, and very hot, and quite calm. Dutch ship still in sight. Latitude $9^{\circ} 20' 46''$, longitude $101^{\circ} 53' 30''$. Afternoon and night calm.

Friday, October 30.—Clear and cloudy and calm, with squally appearances toward midday. We have made 78 miles in the last four days, and a good deal of this has been drift. This is the longest and most tedious calm we have had. Latitude $9^{\circ} 9' 11''$, longitude $102^{\circ} 14'$.

Saturday, October 31.—Morning clear and almost calm. At daylight six sail were descried from aloft, all standing to the southward and westward, indicating that they were from the Strait of Sunda. Put the ship under steam at 8:30 a. m. and overhauled four of these sail—three English ships and a Dutch bark—and by the time we had accomplished this the other two sail were lost to sight, and the afternoon set in dark and rainy. We learned from the Dutch bark that the *Wyoming*, being at Batavia eleven or twelve days ago, and the U. S. consul having heard that the *Alabama* was off the Strait of Sunda, was dispatched outside the strait in pursuit of us, so that we are both probably on the same cruising ground. The news of our being here could not possibly have reached Batavia eleven days ago, and indeed can not be there now, so that the consul's news was mere conjecture. Latitude $8^{\circ} 53' 30''$, longitude $102^{\circ} 50'$ (no observation).

Sunday, November 1.—Morning cloudy, with a fresh breeze from the northward and westward; weather clearing toward noon. Showed Dutch colors to a bark that passed 5 or 6 miles to windward of us. Responded by showing English. Finding a current of 2 knots and more an hour drifting me to the eastward and to leeward, wore ship to the westward in the afternoon. A bark to windward of us, English in appearance. Mustered crew and read articles of war. Latitude $8^{\circ} 55' 22''$, longitude $103^{\circ} 51'$.

Monday, November 2.—Weather clear and sun scorching; wind light from the north. At 7 a. m. wore in chase of a sail. At meridian sent a boat on board the chase, an English ship from Foo-Chow for London. Saw (she) the three-masted steamer in Gaspar Strait. Latitude $9^{\circ} 30' 32''$, longitude $103^{\circ} 28' 30''$. An easterly current of about $1\frac{1}{2}$ knots an hour.

Tuesday, November 3.—Weather clear and nearly calm; light airs from the S. E., a faint effort of the "trade" to come thus far toward the equator. Latitude $9^{\circ} 17' 30''$, longitude $103^{\circ} 31'$.

Wednesday, November 4.—Weather clear, with a fresh "trade" from the S. E. At meridian sent a boat on board a French ship from Batavia. Reported the *Wyoming* at anchor there on the 29th ultimo; and at 3 p. m. boarded a Dutch bark, also from Batavia. Latitude $8^{\circ} 31' 30''$, longitude $103^{\circ} 6'$.

Thursday, November 5.—Morning clear, clouding toward noon, with squally appearances in the N. W. Wind light from the S. E. Latitude $7^{\circ} 22' 23''$, longitude $103^{\circ} 15'$.

Friday, November 6.—Morning cloudy, with showers of rain, partially clearing toward noon. At daylight descried a ship 3 or 4 miles distant. At 7 sent a boat on board of her; English, from Foo-Chow for London, with teas, etc. Reported having come out of the strait two days ago with the American ship *Windracer* [*Winged Racer*]. Wind light from N. W. Latitude 7° , longitude $103^{\circ} 19'$. Having sighted two ships about noon, I got up steam at 3:30 and chased, in hope that one of them would prove the *Windracer* [*Winged Racer*]. As we came up they both showed English colors and doubtless were English ships; and I chased a rakish-looking bark a short distance ahead and to windward of the ships, she not showing colors. Came up with her about 5 p. m. She showed United States colors, and proved to be the bark *Amanda*, from Manila for Queenstown for orders. Captured her.

Case of the bark Amanda.

Ship under United States colors and register; cargo sugar and hemp; charter party to proceed to Europe or the United States. On the face of each of the three bills of lading appears the following certificate from the British vice-consul at Manila:

I hereby certify that Messrs. Ker & Co., the shippers of the (merchandise specified) in this bill of lading, are British subjects, established in Manila, and that, according to invoices produced, the said (merchandise) is shipped by order and for account of Messrs. Halliday, Fox & Co., British subjects, of London, in Great Britain.

As nobody swears to anything, of course this certificate is valueless, and the presumption of law prevails, viz, "that all property found under the enemy's flag is enemy's property" until the contrary be shown by competent and credible testimony under oath, duly certified to by a consular or other officer. Ship and cargo condemned. Night very dark and squally. Brought on board the prisoners and took from the prize provisions, sails, and cordage, etc., and at midnight set her on fire and stood on our course.

Saturday, November 7.—Wind light and variable, and weather squally and rainy. Latitude $6^{\circ} 59' 9''$, longitude $103^{\circ} 27'$. I am making my way for the strait, but the progress is slow, owing to the light and baffling winds.

Sunday, November 8.—Wind moderate from N. W. Soon after daylight made the land about Flat Point and ran down and anchored under the east end (bearing S. S. W.) in $17\frac{1}{2}$ fathoms of water, distant 1 mile from the shore. As we were running for the anchorage a bark was reported standing across our bow, and soon afterwards she was said by those in the lookout to have taken in all sail as if she were a steamer giving chase. Ordered the fires to be spread, and when we had come to, with the cable ready for slipping, lowered the propeller. We soon discovered, however, that her taking in all sail was a mistake, as she had only shortened to a squall and clewed down her topsails to reef. Discontinued firing. As she passed astern of us going into the bay we boarded her. She proved to be a Dutch bark from Batavia, bound to the west coast of Sumatra, coming into the anchorage, like ourselves, for shelter for the night.

Monday, November 9.—Remained at anchor, and sent a boat to two or three small Malay villages to procure refreshments, but they were too poor to have any—even vegetables—for sale. Wind from the N. W. all day, and fresh in the afternoon. Natives all naked, with breechcloths.

Tuesday, November 10.—At 4 a. m. got underway under sail, in the midst of a heavy rain. The weather cleared as the day advanced. We ran along by Keyser Island, etc., at 10:30 lowering the propeller and putting the ship under steam. Wind fresh from the westward. Passed between the islands of Beezee [Sebesi] and Soobooko [Sebuko], both high and picturesque, the channel about a mile wide. Some villages under the groves of cocoanut trees on the former, the naked natives coming down to the beach to gaze at us. We ran through the Strait of Sunda about 2 p. m., passing to the westward of Thwart the Way [Thwartway] and close to the Stroom Rock. Soon after passing out of the strait and shaping our course we descried a clipper-looking ship under topsails standing toward North Island. Gave chase, although we were in the midst of a rain squall, and in the course of fifteen or twenty minutes we were near enough to make him show his colors with a blank cartridge. They were United States, and upon being boarded he proved to be the *Winged Racer*, for which we had been hunting outside the straits. We captured him, and sent him to an anchor about 3 miles from North Island (the island bearing about W. S. W.) and ran up and anchored near him ourselves. By working hard we were enabled to get everything we wanted out of him by 2 o'clock a. m., and having dispatched her crew, together with the crew of the *Amanda*, in the boats of the prize, at their own request, we got underway at 4 a. m. and steamed out of sight of the coast by daylight. We were fortunate enough to get some fowls, fruits, and vegetables from a bomb [bum] boat (of Malays, who make a business of supplying ships). The boat reported that when she left Anjer, about two days before, the *Wyoming* was there. Fired the ship.

Case of the Winged Racer.

Ship under United States colors and register, and no claim of the neutrality of the cargo among the papers; ship bound to New York. Ship and cargo condemned.

Wednesday, November 11.—Weather cloudy, with the sun showing himself through vapory clouds. Made the North Watcher soon after daylight, and finding that if I continued on at the same speed I should be up with Gaspar Strait early in the night and would be obliged to anchor until daylight, I ordered the steam to be let go down, and we were about making arrangements for getting up the propeller when a sail was descried on the port bow, close hauled on the starboard tack. She soon proved to be a rakish-looking ship, evidently United States. Kept away for her from time to time, as she passed toward our bow, and when we were near enough we showed her the United States colors. She replied with the same. I then fired a gun and hoisted our own colors (new flag). Instead of obeying this signal to heave to she made sail and ran. We at once started the fires afresh, the steam having gone nearly entirely down, and made all sail in pursuit. The chase at this time was about 4 miles from us, and for a long time we gained scarcely anything upon her. We threw a rifle shot astern him, but he disregarded this also. Finally, after an exciting chase of one hour and a half (shifting guns and sending men aft to trim ship and giving her

a full head of steam) we came near enough to him to throw a 32-pound shot between his masts, when he shortened sail, and came to the wind and hove to. If the wind had been very fresh (it was blowing a good breeze) he would probably have run away from me. He proved to be the clipper ship *Contest*, from Yokohama (Japan) for New York. Captured her and anchored in the open sea in 14 fathoms water, and took from the prize such supplies as we wanted; and all our people having returned on board about nightfall, it was discovered soon after that the prize was dragging her anchor, which she did so fast in the freshened breeze that a boat which was sent to board and fire her pulled until the officer nearly lost sight of us, and fearing that if he continued he might lose sight of us altogether in a rain squall, returned. Got up steam immediately and weighed anchor and ran down to the prize and sent a boat's crew on board of her, and burned her. Stood on our course, and at 11 p. m. got up the propeller and made sail. Latitude $4^{\circ} 48'$, longitude $106^{\circ} 49'$.

Case of the Contest.

Ship under United States colors and register, and no claim for cargo. Ship and cargo condemned.

Thursday, November 12.—Grayish sky, with sullen-looking weather; wind from the W. S. W. Having been prevented from reaching the Gaspar Strait, as I had intended, and supposing that if the enemy's cruiser was near the strait or Batavia (one or the other pretty certain from the information we have) she would, upon receiving intelligence of our passing the strait and burning a ship near it, conclude that we were bound direct for the China Sea, and would hasten in the direction of Gaspar Strait in pursuit, I determined to double upon her and give her the start of me, holding myself for a few days in the Java Sea, a little to the eastward of the strait. Latitude $4^{\circ} 19'$, longitude 108° .

Friday, November 13.—Cloudy, rainy weather morning and afternoon, with lightning in various directions and some thunder, which was a novelty to us, it being the first we have heard for some months. Having resolved to take the Carimata Passage, bore away for it at daylight. About 9 a. m. made Shoe Island, distant some 35 miles. At 7 p. m. anchored in 17 fathoms, mud, distant about 7 miles from the Discovery West Bank. Latitude $3^{\circ} 59'$, longitude $107^{\circ} 25'$. I had another row with my rascals to-day. Having directed some cigars, which we had taken from the *Winged Racer*, to be divided among the officers and crew, the latter threw theirs overboard in a contemptuous manner, whereupon I arrested the ringleaders for punishment, etc.

Saturday, November 14.—Weather clear. Got underway at 7 a. m. Wind light from the southward and westward. Latitude $3^{\circ} 44' 32''$, longitude $109^{\circ} 5'$. Ordered a general court-martial to sit on the cases of the ringleaders of the mutinous combination of yesterday. Weather very sultry. Underway all night, the water being rather deep for anchoring. Soon after daylight a rock was reported on the starboard bow, in a position where all was clean by the chart. Anchored and sent a boat to examine it. It proved to be a floating cocconut tree, its blackened roots resembling very much a rock. Got underway again at 8 a. m. Latitude $3^{\circ} 44' 32''$, longitude $109^{\circ} 5'$.

Sunday, November 15.—Wind very light from the westward, and a southeasterly set of about half a mile an hour. At 11 mustered the crew and inspected the ship, and at 7:30 p. m. came to in 20 fathoms water. Latitude $3^{\circ} 3' 42''$, longitude $109^{\circ} 27'$.

Monday, November 16.—Got underway at daylight. Latitude $2^{\circ} 44' 59''$ S., longitude $109^{\circ} 16'$ E. Approved the sentence of the court in Townsend's case, sentencing him to be reduced to the grade of ordinary seaman, forfeit three months' pay, and be confined in double irons on bread and water for thirty days. Anchored at 10 p. m. in 25 fathoms water, East Island bearing about E. S. E. and the peak of Carimata N. N. W.

Tuesday, November 17.—Calm and hot (thermometer 84° at 10:30 a. m.). Did not get underway at daylight as usual. Remained at anchor all day, the wind being light and a current setting about S. S. E., increasing from half a knot in the forenoon to 3 knots at nightfall. I saw to-day the first salt-water snake of these seas. It was spotted, about 3 feet long, and resembled our moccasin. The court-martial adjourned, having tried three cases. I think the punishments awarded by the court and the other punishments I have awarded will bring the disorderly to their senses.

Wednesday, November 18.—Cloudy weather, with squalls of wind and rain; wind fresh from W. S. W. Got underway at daylight and stood over to the west end of Soritoutou [Serutu], where we anchored at 4 p. m. in 20 fathoms water, with the west end of the island bearing N. N. W. $\frac{1}{2}$ W., distant 5 or 6 miles. We have thus passed through the Carimata Passage, under sail, in five days in the N. W. monsoon, which is quite a feat, as vessels have been a month in accomplishing the same.

Thursday, November 19.—Weather cloudy and squally, with the wind fresh from the N. W. At 3:30 p. m. boarded the English ship *Avalanche* (transferred), two or three days from Singapore, with newspapers from England of the 10th of October—only forty days. Gratified at the general good aspect of the news, and particularly at our victory at Chickamauga. Reports several ships laid up at Singapore and a general stagnation of American trade. This ship came to anchor some 2 miles astern of us, and we sent off the prisoners of the *Contest* by her, the master consenting to take them for a chronometer, which I sent him. He will probably put them on shore at Anjer Point. We first hoisted the Dutch flag, and I sent Meunier, a German master's mate, on board of him, but the master, when told that we were a Dutch ship of war, said "Oh! that won't do; I was on board of her in Liverpool when she was launched."

Friday, November 20.—Cloudy and squally, with occasional showers of rain. Lowered and rigged the cutter and sent her to board a couple of barks, one a Siamese, from Bangkok, and the other a French, from Manila. The former reported four American ships at Bangkok—three about to lay up lest they should fall in with us. The latter reported one American ship at Manila.

Saturday, November 21.—At 9:30 showed English colors to a Norwegian bark. Tarring and rattling rigging, etc. At 3 p. m. got underway under sail, with the wind from the S. W. Toward nightfall it fell calm; Souritoutou [Serutu] bearing E. $\frac{3}{4}$ S., distant about 9 miles.

Sunday, November 22.—At [12] 30 a. m. lowered the propeller and went ahead under steam. At 9:30 a. m. passed a couple of ships, neither looking American. Showed English colors to the nearest, which was returned with the same. Thick, dark, rainy weather. The fact is I have no coal to chase with, and I can only afford to deviate from my course when a ship shows decidedly American and we are never deceived as to appearances. Made and passed within about 4 miles of Direction Island at a quarter of 5 p. m.

Monday, November 23.—This morning, in about $2^{\circ} 20'$ of north latitude, took a stiff breeze from about N. N. E., which is bad on our coal,

as it reduces our speed to about 6 knots. Weather thick and cloudy. At 8 a. m. made Seraila. Weather continues thick and ugly during the afternoon and a rough, chopping sea got up. Struggling under steam and sail to weather the north end of Soubi, which we accomplished about 3:30 p. m. Showed English colors and signaled an English ship and an English bark, the ship from Foo-Chow for Londonderry. At 6 p. m. let the steam go down and put the ship under sail. Thick weather, with heavy rain during the night.

Tuesday, November 24.—Thick, cloudy weather, with an almost constant slight sprinkling of rain. No observation of any kind to-day, nor for latitude for the last three days. Supposed to be in, to-day, latitude $3^{\circ} 40' N.$, longitude $109^{\circ} 45' E.$ Wind very light from about W., with a heavy sea from the northward. A sight for chronometer in the afternoon showed us to have had a current of 2 knots an hour to the eastward; whether there was northing or southing in it we had no means of determining. Nearly calm all night, with a heavy sea and cloudy weather, the moon being visible through a thick veil.

Wednesday, November 25.—Weather cloudy and nearly calm, there being only a light air from the N. W. The heavy sea continues, indicating, probably, a blow to the northward of us. We are likely to have no observations for position to-day, so that we shall have to guess at both latitude and longitude. What with the numerous dangers, known and unknown, in this sea, the frequent and varying currents, and the obscure weather, the navigator has a nervous time of it. Noon: Drizzling rain and calm. Latitude, by guess, $3^{\circ} 50'$; longitude, by guess, $110^{\circ} 30'$. Everything shut out from sight—drifting, we don't know where. Water, 44 fathoms.

Thursday, November 26.—Partially clear, the sun showing himself through strata of white clouds. Drifting about in a dead calm, the current setting us at N. E. at the rate of about 45 to 60 miles per day. Rolling and tumbling about meanwhile in a sea that must have been raised by a heavy gale. Got the sun at meridian to-day for the first time in five days. Latitude $4^{\circ} 36' N.$, longitude $111^{\circ} 42' E.$, or within 50 miles of dangerous ground, toward which the current is setting us. No anchoring ground; 47 fathoms. Afternoon: The calm still continuing, let go a kedge in 50 fathoms of water (mud) and veered to 150 fathoms. The current, per log, set 2 knots per hour, N. E. by E. So strong was this sweep of the deep waters that two deep-sea leads (90 pounds) lashed together would be swept off the bottom. I will let the ship roll it out here until we get a change of wind and weather.

Friday, November 27.—Early morning cloudy and rainy; wind fresh from about S., threatening a blowing day. At 7, having started our kedge, we got underway. At 8:30 the day was clear and the weather calm, and of course the current again seized us. The ugly sea still continues most marvelously, for this the fourth day, apparently without any cause. Noon: The struggle against the current is hopeless in the death-like calm that prevails, and so we have come to again with the kedge. In the meantime the weather has again become cloudy, and the clouds are moving about, but no wind proceeds from them. Latitude $4^{\circ} 51' N.$, longitude $111^{\circ} 54' E.$ We are to-day 35 miles from the dangers we are trying to avoid being drifted upon. Water deeper; 50 fathoms.

Saturday, November 28.—Morning dark, rainy, and calm. Still at our kedge and the current still sweeping by at the rate of 50 to 60 miles per day, and the ship still rolling in a heavy swell; and patience, that good, Christian virtue, still taxed.

Sunday, November 29.—After five days of dead calm we took the monsoon this morning at daylight, setting in lightly, and at 9 a. m. we got underway and stood to the northward and westward. The change of wind, or rather the coming of this wind, has produced an agreeable change in the weather, it having become clear and the stifling, still, murky atmosphere of the calms becoming more elastic and fit for human use. The current continued to the last. There can be no question, I think, that there is a constant rotatory current in the China Sea, running to the S. W. on the shores of Cochin China and to the N. E. on the coasts of Borneo and Palawan during the N. E. monsoon, and *vice versa*. At 11 mustered the crew and caused the sentences of the late court-martial to be read. Latitude $5^{\circ} 1' 30''$ N., longitude $111^{\circ} 47'$ E.

Monday, November 30.—Morning cloudy, with the wind from about N. E. by N., brightening into a gray day toward noon, and the monsoon freshening as we proceed northward. Latitude $6^{\circ} 14'$ N., longitude $110^{\circ} 31'$ E. We have lost the northeasterly current and have probably got into a southwesterly one. In the afternoon the weather became ugly, with heavy squalls of wind and rain, which continued through the night. Single reefed the topsails and took the bonnets off the trysails.

Tuesday, December 1.—A black day, the weather being thick and rainy, with heavy squalls, and the sun nowhere visible. A heavy sea on, which seems to be the normal condition of this small sheet of water. The monsoons here seem to be gales, and when the monsoons cease, preparatory to a change, we have the typhoons and calms. There is almost an uninterrupted calm near the equator, with the unceasing cloud ring hanging overhead. The shoals are unsurveyed, and about the only information we get concerning them, besides a rough calculation as to their position and extent, is about as follows:

Such a vessel sounded in 16 fathoms, but as such another got $5\frac{1}{2}$, and saw some bright looking spots where there was supposed to be less, this bank might be dangerous to large ships.

And those banks lie in the fairway of commerce to China and Japan. A small steamer would sound every square yard of almost any of these banks in a couple of days. More trouble with Riley, the fireman. Shall try him, to set him and the fire department right about the *imperium in imperio*. Got a sight of the sun for chronometer at 11 a. m., but a dense rain squall obscured him soon after and we got no latitude. Supposed latitude $7^{\circ} 30'$ N., supposed longitude $108^{\circ} 42'$ E. It blew very hard in squalls in the afternoon and the weather became rainy and very thick. Close reefed, etc.

Wednesday, December 2.—Weather as clear as it usually is in the height of a trade wind; passing clouds and hazy atmosphere. Wind blowing half a gale; water light green; short, chopping sea. Got position to-day. Latitude $8^{\circ} 30' 36''$ N., longitude $107^{\circ} 15'$ E. Shall probably just fetch our island, but too late to do anything with it but drift by it to-night in the strong S. W. current, in spite of all exertions to the contrary. Current for the last two days about 2 knots S. W. A sail passed ahead of us about noon, running off before the wind. No chasing to leeward in this wind and current. At 1 p. m. made the island of Condore, ran to the northward of the White Rock and along the western side of the island, and after dark fortunately anchored under the lee of an island that lies to the northward of the harbor in 18 fathoms water. Here it was smooth, and it was pleasant to listen to the whis-

ting of the monsoon, which had handled us so roughly for the past two days. Current running 2 knots per hour to the S. W. Observed a light on shore.

Thursday, December 3.—Weather as usual; stiff monsoon blowing in squalls. At daylight we discovered a small vessel at anchor near the head of the harbor, with French colors and awnings and other indications of her being a vessel of war, though rigged junk fashion. Sent a boat in to examine the water. Boat returned at 1 p. m. with the commander of the vessel, a French vessel of war, and I was quite surprised to learn that we had arrived in civilized waters and that the island of Condore was in the possession of the French. There was a small garrison of fifty or sixty troops at the village on the east side. There had been a recent revolt of the natives, the French officer said, and that for this reason there were few vegetables or fruits to be had, and most of the natives had betaken themselves to the mountains. Got underway and ran into the harbor, the Frenchman politely showing me the way, and anchored in 9 fathoms. Frequent heavy squalls rushing down the gorges of the mountains. Got a spring out so as to present our port broadside to any enemy that might be disposed to violate neutrality, and, to save coal, permitted all the fires to go out. A couple of ships running before the wind passed in sight during the day, the ships prudently running a little out of the track to sight the island in this uncertain sea.

Friday, December 4.—The harbor is picturesque, with mountains rising abruptly from the water to the height of 1,800 feet, clothed with dense verdure from water's edge to top, many of the trees being of large size. The soil is very rich, but there is little cultivable land, the mountain sides being too steep. The French have constructed two or three huts on the northern shore and a couple of rude jetties, or landing places, of loose stone. Landed on one of these to get sights for the chronometers. Found a Frenchman overseeing three or four Chinese slaves chopping wood and thatching a hut. The French make slaves both here and on the mainland of prisoners of war. Conscientious Frenchman, when other people's slaves are in question! The island is under the government of an *enseigne de vaisseau*. The commandant of the junk is a midshipman, so that we have gotten among high dignitaries. Landed at noon at an inviting little sand beach on the south shore to get latitude— $8^{\circ} 39' 10''$. Found the ruined hut of a Frenchman, with his grave close by and his name carved on the bark of a tree on the beach. A picturesque burial spot, amid eternal shades, with the lullaby of the ocean. Cleaning, calking, and getting ready for painting ship.

Saturday, December 5.—Amused this morning watching some sedate old baboons sitting on the sand-beach opposite and apparently observing the ship very attentively. Large numbers of these caricatures of humanity inhabit these islands. Yesterday, when a boat landed, large numbers of young were seen gamboling about, but one of the old ones having "called out" to the young ones, they soon disappeared in the thick wood. Returned the visit of the Frenchman. He is on board a miserable country craft, of about 40 tons burden. Sent a boat to the village on the east side to call on the *enseigne gouverneur* and see if we could get some fruit and vegetables. Boat returned at nightfall. The village is a mere military post, the native inhabitants, except a few prisoners or slaves, having fled to the mountains, and no supplies were to be had. The governor's residence is a thatched hut, as are all the other houses, with no industry or taste displayed in their structure. A few

patches of cultivation were visible, rice, fruit, and cotton, the latter looking rather unpromising. The great destroyers of their rice were the monkeys. There are several varieties of fine, large pigeons here, and in abundance. They are beautiful in feather, and fat. A common variety has a green back and golden tail. This must be a paradise for monkeys, so abundant is their food in the forests, almost every tree bearing a fruit or nut of some sort. These French officers had heard and believed that we sunk or burned every ship we took, *with all on board*, and received the paymaster rather coolly at first, but became quite cordial when assured we were *Christians* and did not commit this wholesale murder. A steamer is expected from Singapore. Calm and cloudy all day. Sent some of the men on shore to bathe.

Sunday, December 6.—Cloudy, with the breeze from the N. W. The commandant sent me a present of some beef and a few oranges and limes. Mustered the crew, and read the articles of war and the finding and sentence of the last court-martial. Permitted some of the men to go on shore.

Monday, December 7.—Cloudy, with the wind light from the northward and eastward. Toward noon we had the novelty of a shower of rain. Painting ship, cleaning copper, etc. The commandant of the island, Mr. Bizot, visited me to-day. He is an agreeable and intelligent young man of 24 or 25 years of age, and appeared very friendly and expressed sympathy for our cause. His position is a flattering one for a man of his age and rank, and he seems to have entered upon his duties with pride and zeal. He brought me a chart of the islands, surveyed last year. The French have been in possession two years and a half. He spoke of my having hoisted the English flag upon first anchoring, and seemed surprised that we had not heard of the possession of the island by the French, which he said had been notified to all powers. I pleasantly told him that I had had some notion of taking possession of it myself, but that I had found the French ahead of me. He brought down for me the welcome present of a pig and some little fruit, and told me he had a potato patch on shore which he would share with me. Fresh provisions of all kinds are so scarce here that I fear my generous friend has been robbing himself. He told me that he had 140 *forçats* (slave prisoners) at the village, whom he meant to put to good use in constructing store and dwelling houses, etc., upon which I rallied him upon his system of slavery away off here in Cochin China, and told him he was worse than we, since the Cochin Chinese were quasi white people, whereas we enslaved only the African. "Oh!" said he, "our slavery is not universal; we only enslave the bad subjects of society," etc. The hunters brought on board to-day an East India bat, or vampire, measuring 2 feet 10 inches from tip to tip of wing. Its head resembled that of a dog or wolf more than any other animal, its teeth being very sharp and strong. Among the curiosities of the island is a locust that has a whistle almost as loud as that of a railroad.

Tuesday, December 8.—A beautiful, transparent morning, the first we have seen in these seas, and we were reminded strongly of the West Indies, in consequence, the abrupt mountain scenery and rich tropical vegetation helping the illusion. The midshipman commandant of the junk came on board, and brought me a couple of fowls. Poor fellow, he seemed quite unwell, and told me that he had been suffering from a disordered stomach. About 2:30 p. m. a bark-rigged steamer of war passed by the gap at the head of the harbor. Sent some men in the afternoon to haul a seine loaned us by the junk. We have a batch of French papers down to the end of September. We see nothing in

them of any more Confederate cruisers being fitted out. We feel almost as if we had been abandoned by our Government in this matter. What can the Secretary of the Navy be about? The hunters brought on board a lizard measuring 3 feet; another was killed a few days after measuring 5 feet 10 inches, and to-day they killed another bat (day-bat) measuring more than 3 feet from tip to tip of wing. They grow to 6 feet, and the natives believe in the old story of the vampire. The apes here are very large, and quite fierce. They will not run from you, but come around you, and grin and chatter at you. An officer shot one and he died like a human being, throwing his hands over his wound and uttering plaintive cries. This monkey was afterwards buried in the sand by his comrades, though the interment was not quite complete when the operators were interrupted. This is the reason why nobody ever sees a dead monkey any more, as the Singhalese proverb says, than a white crow or a straight cocoanut tree. A curious vegetable product was brought on board to-day, it being to all appearances a finely made Havana cigar. The fiber is woody, covered with a smooth bark, of the color of dark tobacco. It comes from the tree perfect in shape, and is not a seed pod or fruit. One is at a loss to conceive its use or functions. The illusion caused by its appearance is perfect. We had no success with the seine, the fish here being all jumpers, and jumping out of the net.

Wednesday, December 9.—Morning clear, with fleecy clouds hanging over the tops of the mountain and rolling down its sides. Wind light from the S. E. We have had an almost entire cessation of the monsoon for three or four days. We have finished painting outside and have commenced inside to-day. The French papers are filled with discussions on the Polish question, the result of which seems to be that the Three Powers have made a flat backdown, upon Russia showing a little firmness, and poor Poland has been left to work out her own independence or be destroyed. The humiliation of England is painful to witness. The English Government in its pride and self-conceit fancied that it was only necessary for it to open its wise mouth to insure all the nations of the earth receiving its oracles with due gratitude and submission, and to its great surprise it finds itself rudely snubbed and defied. And the reply of poor old Palmerston through his semi-Yankee mouthpiece, the little abolitionist Russell, is that England can't afford to go to war for the Poles. In other words, it would cost her too much money and too many self-denials to be honorable and generous. Poor old John Bull, whom his immense money bags have made so timorous, should either have said nothing or have been manly enough to say and, if need be, do more. If England, being a party to the treaty of 1815, deems that treaty to have been violated by Russia at the expense of a gallant and long-suffering people, for whose protection it was intended, it was her solemn duty to see the treaty enforced. She owed it as well to her own self-respect as to the Poles. But it was pusillanimous to protest against the infraction of the treaty, and when told to mind her own business, as she was in fact told by Russia, to slink away from the controversy like a whipped dog kicked out of better company. The excessive heat and moisture of the climate here is very enervating. We begin to feel its effects already. It weighs upon us like a vapor bath, and we feel indisposed to take the least exercise; a walk on shore of half a mile or so quite overcomes us. I have been much pleased at the withdrawal of Mr. Mason from London. As properly said by our Secretary of State in his dispatch, it was incompatible, both with our interests and our honor, that he should remain longer. Received

a note from the commandant to-day with a present of some eggs. His note expressed warm "sympathy in the noble cause which we defend."

Thursday, December 10.—Morning cloudy, clearing toward 10 a. m. Permitted a watch of the crew to go on shore to-day. At about 2:30 p. m. a French steamer passed the gap, going to the southward. Afterwards informed by the commandant that it was the mail steamer from Saigon for Singapore. The Saigon people are expecting us there.

Friday, December 11.—This morning we had quite a heavy shower of rain, from the S. E., which spoiled some of our newly put on paint. The weather cleared toward 10 a. m. In the afternoon the commandant and surgeon came on board, bringing us a bullock and some vegetables. He had received no later news by the steamer from Saigon than we had previously received. A little rain at night. Took additional sights for chronometers.

Saturday, December 12.—This morning we have the monsoon fresh from about E. N. E., with the mountain top (1,800 feet) covered, as usual, with a wreath of cloud. At 9 a. m. a ship passed the mouth of the harbor, at about 8 miles distant, steering to the southward. She was at first reported as a steamer, and I watched her as she should pass out from behind the island which hid her from view with some anxiety, as we were in quite an unprepared state to meet an enemy, with no fires lighted, and all the gun gear unrove, and undergoing the process of painting. It is true we were in a neutral port, but I am by no means certain that the Yankees would respect Pulo Condore. Heavy squalls during the night from the S. E.; dragged our anchor carelessly during the night about 100 yards.

Sunday, December 13.—Cloudy, with the wind from E. S. E., hauling to N. E. during the day. Mustered the crew and inspected the ship. The crew dined off the commandant's bullock to-day, being their first meal of fresh meat since leaving Simon's Town, three months (nearly) ago; and yet we have no one on the sick list. Causes, good water, temperance, strict government, and, as a consequence, a reasonable degree of contentment, and moderate and constant employment. The crew has had several runs on shore, too, without the possibility of getting drunk and otherwise debauching themselves. A present of coconuts from the commandant this morning. This young Frenchman is very attentive to us. Breeze very fresh again in squalls from the S. E. during the night. Let go a second anchor at nightfall.

Monday, December 14.—Morning bright and clear, clouding, with a sprinkle of rain, at 10 a. m. To-day we applied the principle of the cofferdam to the replacement of the copper around our delivery or blow-pipe, some 3 feet below the water. The operation proved quite simple, and easy of accomplishment. Getting ready for sea. The news of our whereabouts probably reached Singapore on the evening of Saturday, and it is only two days from Singapore here for a fast steamer; and so while the enemy, should there be one at Singapore, is coming hitherward, we must be going thitherward to seek coal and provisions.

Tuesday, December 15.—Morning cloudy, clearing partially toward noon. At daylight got underway under sail and stood out of the harbor, lighting and banking the fires. On account of our proximity to the shore and the very light breeze we have barely room to pass the point—not more than a ship's length to spare—in case we had been obliged to let go an anchor. I felt quite nervous for a few minutes, but I held on, and we caught a light breeze that soon sent us ahead out of danger. Standing under topsails to the S. S. E., Pulo Condore bear-

ing about N. at noon, with the observed latitude $8^{\circ} 24' N.$, longitude $106^{\circ} 48' E.$ Well, we are on the seas once more, with our head turned westward, or homeward. Shall we ever reach that dear home, which we left nearly three years ago, and which we have yearned after so frequently since? Will it be battle, or shipwreck, or both, or neither? And when we reach the North Atlantic, will it still be war, or peace? When will the demonlike passions of the North be stilled? These are solemn and interesting questions for us, and an all-wise Providence has kindly hidden the answers behind the curtain of fate. A lengthened cruise would not be politic in these warm seas. The homeward trade of the enemy is now quite small, reduced, probably, to twenty or thirty ships per year, and these may easily evade us by taking the different passages to the Indian Ocean, of which there are so many and so widely separated. The foreign coasting trade (as between one port in China and another, and the trade to and from Calcutta, and to and from Australia), besides facilities for escape, are almost beyond our reach; at least, we could only ransom the ship, the cargoes being all neutral—that is to say, such of them as get cargoes, now not many. And then there is no cruising or chasing to be done here, successfully, or with safety to oneself without plenty of coal, and we can only rely upon coaling once in three months—at some English port. At the other ports there would probably be combinations made against us, through the influence of the Yankee consuls. So I will try my luck around the Cape of Good Hope once more, thence to the coast of Brazil, and thence perhaps to Barbados for coal, and thence——? If the war be not ended, my ship will need to go into dock to have much of her copper replaced, now nearly destroyed by such constant cruising, and to have her boilers overhauled and repaired, and this can only be properly done in Europe. Our young officers, who had had so agreeable a change from the cramped ship to the shores and fruits of Condore, with their guns and their books, had become so attached to the island that they left it with some regret. Afternoon cloudy and calm, with a heavy sea, as usual.

Wednesday, December 16.—Cloudy and clear. Descried a sail ahead at 8:30 a. m., which, proving to be a brig bound to the northward and eastward, and of course at this season of the year from either the Gulf of Siam or Singapore, and therefore by scarcely a possibility an American, did not chase. She did not look Yankee, either. Latitude $7^{\circ} 18' N.$, longitude $107^{\circ} 27' E.$ Current S. W., about half a knot per hour. Liberated Hyer and Townsend from confinement, their term awarded by the court having expired.

Thursday, December 17.—Dark, cloudy day; weather ugly looking, as threatening a gale; wind fresh from N. W. to N. N. W. Got a sight for time about 10 a. m.; no observation for latitude. Latitude, D. R., $6^{\circ} 11' N.$; longitude, D. R., $106^{\circ} 12' E.$ Barometer 29.76. Afternoon: Another sight for time, which gave me position. About 4 p. m. a steamer passed ahead of us steering to the northward. She showed French colors; no doubt the mail steamer which left Condore on the 10th, returning. Showed her our colors in reply. Weather cleared toward nightfall. Bore up under topsails.

Friday, December 18.—Another ugly, cloudy day, with rain, and a fresh breeze from N. N. E. to N. We were fortunate to catch a glimpse of the sun just at 12 o'clock, and so secured the latitude, position being of great importance in these narrow and dangerous seas, with their currents. Current S. W., about 1 knot per hour. Latitude $4^{\circ} 48' N.$, longitude $105^{\circ} 10'$. Heavy rain in the afternoon, and half a gale of wind, with a rough sea, during the night. Hove to at midnight.

Saturday, December 19.—Weather still cloudy and boisterous, with dense cloud banks in various directions; sun showing himself occasionally. At 10:45 a. m. made the island of Aor, and at 4 p. m. came to in the bay on the southeast part of the island, in 20 fathoms, the little island nearly shut in behind the northern end of the bay bearing about N. W. and the east end of the island bearing E. S. E. The island, with its lofty hills, clothed with trees to the summit, and all looking green and rich, its little bays, with their sand beaches and groves of cocoanut trees, with an occasional hut, is very picturesque. No European nation lays claim to it. Some natives idling about their huts and gazing at us.

Sunday, December 20.—To-day being Sunday, and the weather being still thick and blowing, I have resolved to remain until to-morrow before making the run for Singapore. Weather improved this morning, however, and the barometer going up. Several islands visible that were hid from us yesterday. Pulo Aor looking beautiful and picturesque. Some of the natives on board with their scant stores of fowls, eggs, and cocoanuts. They are larger than the natives of Condore, and stout and well developed, but with countenances not very prepossessing. The governor, a rough-looking, middle-aged fellow, above the common height, pulled out some greasy papers, the recommendations of former visitors, and desired that I also would give him one, which I declined, as I knew nothing about him. Their canoes are light and graceful, and occasionally they present quite a picture, with their gayly dressed or half-dressed occupants. We heard their tom-toms and banjoes last night, as evening set in, but a music much sweeter to our ears was a chorus from some frogs, with notes somewhat finer than their relatives on our side of the earth. These islanders are nothing more than marine nomads, that lead an idle, vagabond life, intermixed with a good deal of roguery. They have fine physique, as might be supposed from their open-air mode of life, in which they have plenty of healthful exercise without being overworked, as mother nature feeds them spontaneously, and they require little more clothing than they brought into the world with them. In the afternoon some of the officers visited the shore, and were hospitably received. There were from 90 to 100 natives—men, women, and children—visible, and there probably are as many more on the other side of the island, as they have a S. W. monsoon village there. They seemed to have plenty of fowls, and they are very expert fishermen. The men were gambling, such a thing as labor being out of the question. The island seems originally to have been a solid mass of rock, the rocky walls of the mountain peeping out now in many places from the midst of the dense forest, and gradually, as time and the elements disintegrated portions of it, plants and trees took root, until the island became what it is now, a mass of luxuriant vegetation. There were some fine, large boats carefully hauled up on the beach, quite large enough for piratical purposes, for which they were probably intended; and some brass swivels were lying near the chief man's door. The cocoanut tree has climbed the mountain side and waves its feathery foliage from the crests of the ridges. It is food, cordage, and light to the natives. Several delightful little valleys presented themselves, up which, and on the adjacent steep slopes of the mountains, were thatched huts. Probably to the mere animal part of our nature the life that these people lead is happier than any other—wants few and easily supplied, labor not too pressing, and the simple tastes satisfied with such pleasures as they find. Rain, rain, in the afternoon. Most of the moisture is deposited on the mountain top and the clouds sweep over it. And now for Singapore, God willing.

Monday, December 21.—At 3:30 a. m. we got underway under steam and sail, and steered S. by E. $32\frac{1}{2}$ miles, S. 18 miles, and S. by W. 14 miles, and the weather setting in very thick, with heavy rain obscuring all things, I was obliged to come [to], in $10\frac{1}{2}$ fathoms with the north point of Bintang Island bearing ——— and within 12 miles by computation of the Pedra Branca light-house. We have thus to war against the weather as well as our enemies. Soon after daylight we made a ship-rigged steamer on our port bow, bound also for Singapore. She anchored also, near us, astern. It clearing a little at noon, we got hold of the marks and got underway, and taking a Malay pilot anchored off Singapore at 5:30 p. m.

Tuesday, December 22.—Weather cloudy. At 9:30 a. m. the pilot came on board and we ran up into New Harbor, alongside of the coaling depot, and commenced coaling. Singapore is quite a large town, with an air of thrift and prosperity; a large number of ships in the harbor. The country is beautiful and green, with an abundance of fine fruit, etc. The country around highly improved with tasteful houses and well laid out grounds. The English residents call it the Madeira of the East, in allusion to its healthfulness. Some twenty-two American merchant ships here, most of them laid up. *Wyoming* was here twenty days ago, and left for Rhio Strait, where she remained for some days. Finished coaling last night, the operation having occupied no more than ten hours. Receiving provisions.

Wednesday, December 23.—Weather variable, with occasional showers of rain. Raining heavily in the afternoon. Last night seven of my vagabonds ran away; two of them were apprehended and brought back this morning. Visited the city, and was astonished at its amount of population and business. There are from 80,000 to 100,000 Chinese on Singapore Island, nearly all of them in the city; from 12,000 to 15,000 Malays, and about 1,500 Europeans. Singapore being a free port, it is a great *entrepot* of trade. Great quantities of Eastern produce reaches it from all quarters, whence it is shipped to Europe. The business is almost exclusively in the hands of the Chinese, who are also the artisans and laborers of the place. The streets are thronged with foot passengers and vehicles, among which are prominent the ox, or rather the buffalo cart, and the hacks for hire, of which latter there are 900 licensed. The canal is filled with country boats, of excellent model, and the warehouses are crammed with goods. Money seems to be abundant and things dear. They are just finishing a tasteful Gothic church, with a tall spire, which is a notable landmark as you approach the town, and are completing officers' quarters, etc., on a hill which commands the town. Barracks for three or [four] regiments lie unoccupied a couple of miles outside the city, and a large court-house and town hall adorn one of the squares. The moving multitude in the streets comprises every variety of the human race, every shade of color, and every variety of dress, among which are prominent the gay tartans and fancy jackets of the Mohammedan, Hindu, etc. Almost all the artisans and laborers were naked, except a cloth or a pair of short trousers tucked about the waist. The finest dressed part of the population was decidedly the jet blacks, with their white flowing mantles and spotless turbans. The upper class of Chinese merchants are exceedingly polite, and seem intelligent. I visited the establishment of Whampoa & Co. Whampoa was above the middle size, stout, and with a large, well-developed head. I was told that his profits some years amounted to £40,000 or £50,000. He was sitting in a small, dingy, ill-lighted little office on the ground floor, and had before him a

Chinese calculating machine, over the numerous small balls of which, strung on wires, he was running his hands for amusement, as a gambler will sometimes do with his checks. At the suggestion of the gentleman who was with me, I requested him to multiply four places of figures by three places—naming the figures—and the operation was done about as rapidly as I could write down the result. Their shaved heads and long queues, sometimes nearly touching the ground, are curious features of their personal appearance. The workshops all front upon the streets, and these busy, half-naked creatures may be seen working away as industriously as so many beavers all day long, seeming never to tire of their ceaseless toil. I saw but one female in the street, and she of the lower class, amid all this busy population. Dined in the country with Mr. Beaver. The ride out was over good roads or avenues flanked by large forest and ornamental trees, among which was the tall, slender, graceful palm of the betel nut. The botanical gardens are on an elevation commanding a fine view of the town and the sea, and are laid out with taste, ornamented with flowering trees and shrubs and flowers. Hither a band of music comes to play several times a week, when the townspeople ride out to enjoy the scene. A few miles beyond the town the whole island is a jungle, in which abounds the ferocious Bengal tiger. It is said that one man and a half per day is the average destruction of human life by these animals. Visited opium-preparation shop. It pays an enormous license. All this beauty fails to reconcile the European ladies to the country, I was told. The eternal sameness of summer and heat and moisture weigh upon and oppress them, and their husbands being away all day on business, they wilt and pine for their European homes. The life seems agreeable enough to the men. The governor of the "Straits Settlement" is a colonel.

Case of the Texan Star.

Thursday, December 24.—Cloudy. Five more deserters last night. We brought out with us four volunteers. The *Quang Tung* got underway at 8:30 a. m., and we followed her and steered for the Strait of Malacca, several sail in sight. Malay pilot on board. Passed *Quang Tung* very rapidly. At about 1 p. m. we fired a gun and hove to an American-looking bark, under English colors, with the name "*Martaban*,"* of Maulmain, on her stern. Sent a boat on board, and the officer reporting that she was an American-built ship, with English register, and that the master refused to come on board, I went on board myself to examine the case. There being no bill of sale, the transaction being recent, the master and mate, etc., being Americans, I had no doubt that the transfer was fraudulent and captured and burned her. The cargo had no paper on board connected with it, except the ordinary bill of lading. It consisted of rice, and was shipped in Maulmain by a Mr. Cohen, and consigned to his order at Singapore, whither the ship was bound. Of course the cargo follows the fate of the ship under such circumstances. Upon examination of the master (Pike), under oath, he admitted that the transfer was a sham, and made to protect the ship from capture. At 11:30 p. m. came to anchor about 4 miles distant from Malacca, bearing N., in 15 fathoms water, for the purpose of landing our prisoners.

Friday, December 25.—Cloudy, and rain, rain, rain. At daylight sent the prisoners of the *Texan Star* on shore, with a note to the commandant. Malacca is a pretty little village, or at least the sea front, viewed

* *Texan Star*.

from our anchorage, with a picturesque hill in the rear, on which is situated the fort and light-house. The flagstaff was decorated with flags and signals in honor of the day—Christmas. A couple of boats with some English officers and citizens ran off and visited us for a few minutes while we were getting our anchor. Got underway at 9:30, under steam, and 11:20 boarded an English bark, from Singapore for Madras. At nightfall anchored near Parcelar Hill [Point], in 25 fathoms water.

Saturday, December 26.—Weather clear, with passing clouds. At 6 a. m. got underway, and stood out for the light-ship, and soon made a couple of American-looking ships ahead, at anchor. Steamed up to the first, which refused to show colors. Sent a boat on board, when she proved to be the American ship *Sonora*, from Singapore. Captured her. Steamed then to the second, which in like manner refused to show colors. Upon sending a boat on board she proved to be the American ship *Highlander*, also from Singapore. Captured her. Both of these ships were very large, being over 1,000 tons each. They were both in ballast, bound to Aycaab [Akyab?] for rice. At 10 a. m., having sent off the crews of the two prizes in their own boats at their own election, fired the ships and steamed out, and passed the light-ship at about 11 a. m. and discharged the pilot.

Case of the Sonora.

Ship in ballast, and under the enemy's flag and register. Condemned.

Case of the Highlander.

Ship in ballast, and under the enemy's flag and register. Condemned.

At 4 p. m. overhauled and sent a boat on board the transferred Bremen ship *Ottone*. The transfer of this ship was made in May last, at the port of Bremen. All the officers and crew were Dutch, and the papers were regular. Permitted her to proceed on her voyage (to Rangoon), as I had no doubt that the change of property was bona fide. Weather thick and rainy all night. The seasons seem to have changed here; for the last few days, instead of the clear weather and easterly wind which the N. E. monsoon is supposed to bring, we have rain, rain, rain, with southwesterly and northwesterly winds.

Sunday, December 27.—Weather thick and rainy. Soon after daylight made the Sambilangs, bearing about N. E., and an hour afterwards the Pulo Jarra [Jarral?], about N. W. by N. The Pulo Jarra [Jarral?] rises like the dome of a giant cathedral abruptly from the sea. Did not muster on account of the bad weather. Latitude $4^{\circ} 8'$, longitude $100^{\circ} 11' 30''$. In the afternoon heavy rain, and during the night light airs from the north.

Monday, December 28.—Rain from heavy clouds; wind shifting from northward and eastward to southward and westward and *vice versa*; patience-trying weather. No observation for latitude for two days. Latitude, supposed, $4^{\circ} 46'$, longitude, supposed, $99^{\circ} 40'$. Strong tide rips at noon. Water 35 fathoms. Sighted the Bremen ship we boarded day before yesterday. A junk in sight.

Tuesday, December 29.—Thick weather, with uninterrupted rain, from 8 a. m. No observation of any kind. Supposed latitude $5^{\circ} 20' N.$, supposed longitude $98^{\circ} 16' E.$ We entered the Strait of Malacca just a week ago, and it has rained every day since—a part of the time heavily. At 2 p. m. made the land toward the north end of Sumatra. Standing along the coast to the westward in the afternoon. Rain all night.

Wednesday, December 30.—Morning cloudy, with rain, clearing toward noon, so as to enable us to get latitude—the first time for four days. At 9 a. m. made the coast of Sumatra again. Latitude $5^{\circ} 39'$, longitude $96^{\circ} 40'$. Standing along the land; drift cane and weed. We have the monsoon to-day from about E. Boarded an English ship from Liverpool for Singapore.

Thursday, December 31.—Weather fine, with the monsoon fresh from about E. At daylight made the Pulo Rondo and Pulo Way. At noon we are just taking leave of the north end of Sumatra, the highland gradually disappearing in the distance; and we have again entered the Indian Ocean, this time the North Indian. The summary court-martial was dissolved yesterday; have sentenced three prisoners. I never touch a port but the rascals give me trouble. The weather clouded and the wind shifted suddenly to the southward and westward in the afternoon, with rain. Wind light during the night.

Friday, January 1, 1864.—Weather cloudy and rainy, with the wind fresh from the W. S. W., and some sea on. Latitude $6^{\circ} 23' 18''$, longitude $93^{\circ} 35' 30''$. Alas! another year of war and toil and privation has passed over me, leaving its traces behind. Half a gale during the night, with thick, squally weather and rain and lightning. Wind W. S. W. Single reefed and took bonnets off.

Saturday, January 2.—Weather moderated; wind light from W. Latitude $5^{\circ} 39' 27''$, longitude $93^{\circ} 8'$.

Sunday, January 3.—Weather fine and settled, with the wind light but very steady from the westward, and "trade" clouds passing; and this in latitude $5^{\circ} 30'$, and in the height of the N. E. monsoon. Latitude $5^{\circ} 29' 9''$ N., longitude $92^{\circ} 33'$ E. Mustered the crew and read the articles of war and the sentences of the court and the new ratings. The jail is thus fairly delivered once more. At 10 p. m. a steamer passed within 3 or 4 miles of us, steering to the westward.

Monday, January 4.—Cloudy weather, with heavy rains. At 7:30 wore in chase of a ship, and at 8:30, making her out to be probably English, the wind being light and the ship a great way off, wore round on our course again. No observation to-day. Latitude, D. R., $6^{\circ} 5'$ N.; longitude $91^{\circ} 40'$ E. For the last three days we have had a south-westerly current of about a knot an hour. Exchanged signals in the afternoon with an English ship from Singapore, bound to Jiddah, on the Red Sea, the nearest seaport to Mecca, with a large number of pilgrims on board.

Tuesday, January 5.—Weather clear, with an occasional passing cloud and a spitting of rain. Latitude $6^{\circ} 29' 15''$, longitude $90^{\circ} 37'$, having experienced a northwesterly current. In the afternoon exchanged colors (United States) with a French ship steering for the Bay of Bengal.

Wednesday, January 6.—Morning fine, clouding at noon. Wind light from the southward and eastward. Current of about a knot an hour, to the northward and westward. Latitude $6^{\circ} 7'$ N., longitude $88^{\circ} 40' 15''$ E.

Thursday, January 7.—Clear and cloudy; weather oppressive. Wind light from the S. E., hauling to E. N. E. Current 1 knot per hour, N. W. Latitude $5^{\circ} 39' 32''$ N., longitude $87^{\circ} 22'$ E.

Friday, [January 8].—Cloudy, with light rain and black clouds, alternately rising and dispersing; the sun visible at intervals. Latitude $5^{\circ} 22' 22''$ N., longitude $84^{\circ} 53'$ E. Wind about E. to E. by N. At 4 p. m. sent a boat on board of an English bark from the Mauritius for the Bay of Bengal, with passengers. Reported ourselves as U. S. S.

Dacotah, in search of the *Alabama*. The master said: "It won't do; the *Alabama* is a bigger ship than you, and they say she is iron plated besides." The last news he had of the *Alabama* was that she was in Simon's Bay. It rained heavily and almost continually during the night.

Saturday, January 9.—Cloudy, and in the early morning rainy; weather breaking, though not becoming clear, toward noon. The sun showed himself reluctantly at noon through a dense cloud veil. Latitude $5^{\circ} 5' N.$, longitude $82^{\circ} 9'$. In the thick weather of the night we made a sail—about 8 p. m.—but lost sight of her again in a few minutes. Wind fresh from about N. N. E., and a current running to the westward of about 2 knots per hour.

Sunday, January 10.—Weather comparatively clear; wind became light toward noon from about N. by E. to N. N. E. Latitude $5^{\circ} 14' 32''$, longitude $79^{\circ} 50'$. Calm all the afternoon and most of the night, with a falling barometer. Descried two sail in the distance toward nightfall.

Monday, January 11.—A squall of wind and heavy rain, which continued several hours, broke over us about 3:30 a. m., and a whole topsail gale set in from about N. N. E., with passing white clouds. At meridian took in the single reefs. Latitude $5^{\circ} 49' 29''$, longitude $78^{\circ} 25' 45''$. The gale continued all day, moderating after nightfall.

Tuesday, January 12.—Weather fine, with the wind becoming light from the N. E.; 50 miles westerly current. Latitude $7^{\circ} 26'$, longitude $76^{\circ} 2'$.

Wednesday, January 13.—Weather fine and a calm of twenty-four hours, having made in this time but 8 miles. A bark, with foreign aspect, on the port beam, distant some 14 miles. Latitude $7^{\circ} 33' 40'' N.$, longitude $76^{\circ} 1' E.$ No appreciable current to-day; a little southerly set.

Thursday, January 14.—Another calm day, during which we drifted some 20 miles to the N. N. E. Latitude $7^{\circ} 57' 52''$, longitude $76^{\circ} 9' 45'$. In the afternoon hauled up for a ship running down toward us. At 2:30 p. m. showed her the United States colors, when she responded with the same. Fired a gun and hove her to. Upon boarding her she proved to be the *Emma Jane*, of Bath, Me., from Bombay for Amherst, in ballast. Captured her and sent the first lieutenant on board to remove such articles of provisions, etc., as we required. This being done, and the prisoners removed on board, at 8:30 p. m. fired her. Calm all night—just breeze enough to draw us off a few miles from the prize. An English bark passed us.

Friday, January 15.—Weather cloudy, with a shower of rain. Calm all the twenty-four hours, not having made 5 miles through the water, though we have been drifted by the current about 25 miles to the northward. Latitude $8^{\circ} 25' 28''$, longitude $76^{\circ} 8'$.

Saturday, January 16.—Weather good; wind light from northward and westward. At daylight made the Ghauts Mountains and about 10 a. m. the lowland of the coast. At meridian made the town of Quilon, and bore up E. $\frac{1}{2}$ S. for the town of Anjenga, which we made about 2 p. m. At 4:30 came to in the road abreast of the fort, and dispatched a lieutenant on shore to see about landing my prisoners. In the evening the resident magistrate's son came on board, and I arranged the matter with him. There being no external trade or shipping at Anjenga, the prisoners could not well get away by sea, but the young man stated that there was lagoon navigation inland all the way to Cochin, some 75 miles to the northward, and that at Cochin there were

always means of reaching Bombay and other ports. Native boats were passing every day between Anjenga and Cochin, and if I would send the necessary provisions on shore for the prisoners his father would see them transported to Cochin. I sent a lieutenant on shore after night with the son to arrange the matter with the father, and as the boat was delayed much beyond her time and we heard some firing as of revolvers and muskets, and as there was also some surf running, I became uneasy, and dispatched the first lieutenant and another boat to look after matters. The chief magistrate had only been at public worship, the cause of the detention of the boat, and both boats returned about 11:30 p. m. Calicut, about 160 miles to the N. W., was the first part of the coast touched by Vasco de Gama in 1498. At the conquest of Moorshedabad, in Bengal, by Clive, in 1857, among lacs of rupees piled up in the nabob's treasury were now and then found florins and byzants which the Venetians had carried thither to purchase the spices and silks of the East before any European ship had doubled the Cape of Good Hope.

Sunday, January 17.—Weather very fine. At daylight sent all the prisoners on shore, where they were landed, apparently in the presence of half the village, the native boats taking them through the surf, and at 9:30 got underway just as the sea breeze set in lightly. In the afternoon showed English colors to an English bark and ship. The town of Anjenga was formerly of some importance as a shipping port for the products of the country—cocoanut oil (immense plantations of cocoanut trees stretching for miles along the coast), pepper, etc.—but all its trade has passed to its more prosperous rival—Cochin. It is in the province of Travancore, and is only 15 miles distant from the city of Travancore, the residence of the Rajah. There is water communication all the way, and the journey is generally made (in canoes) in the night to avoid the heat of the sun. The natives of this part of Hindostan are very dark, nearly as black as the African, but very distinct from him in their long, straight hair and prominent European features. A large number of them visited the ship this morning. They were fine specimens of physical development, and wore scarcely any other covering than a cloth about the loins. They were sprightly and chatty, many talking at once, and in their quaint canoes made quite a picture. Their language is soft and pleasant to the ear. The remains of Portuguese civilization and influence still linger here, the inhabitants being Catholic, and a couple of neat stone churches stand on the very margin of the bay, one at either end of the village. There are also the remains of a dismantled fort. The means of living are abundant and cheap, nature seeming to provide her children the necessaries of life without toil and almost without exertion. The consequence is a lack of material development, but who shall say that the people are less happy for this? In the afternoon sighted a large steamer steering S. E. Toward night showed English colors to an English bark. After nightfall observed several fires blazing on the hills. To-day being a festival with the people, these are probably bonfires in celebration of it. Calm nearly all night. Latitude $8^{\circ} 40'$ N., longitude $76^{\circ} 32'$ E.

Monday, January 18.—Weather fine, but, alas, calm also. We find a land and sea breeze along this coast, both very light, with a long spell of calm between the two. At 8 a. m. sent a boat on board of a Portuguese bark from Rio for Goa, out seventy days; the only Portuguese we have seen in these seas, of which they were formerly masters. Latitude $8^{\circ} 31' 12''$ N., longitude $76^{\circ} 30'$ E. Lost sight of the land this morning.

Tuesday, January 19.—Weather very fine, but nearly calm. We have certainly had very fine weather since we have been off the coast of Hindostan, but the N. E. monsoon has been a myth, the wind being light and variable, and mostly from the westward. Latitude $8^{\circ} 5' N.$, longitude $75^{\circ} 5' E.$ Having sighted a large ship that behaved somewhat strangely in altering her course, and it falling calm, at 4 p. m. we got steam on two boilers and gave chase. At 8:30 came up with and boarded the stranger, he refusing to heave to, although two guns were fired, until he was hailed and ordered to do so. These obstinate old seamen frequently try my patience and forbearance. He proved to be an English ship from Bombay for the Mauritius, with 300 emigrant coolies on board.

Wednesday, January 20.—Weather fine; wind very light from the northward and eastward. Latitude $7^{\circ} 29' 3'' N.$, longitude $74^{\circ} 28' E.$, having experienced a current, S., of a knot and a half an hour, or 37 miles. Hove to at 4 p. m.

Thursday, January 21.—Weather very fine, with a moderate and gentle breeze from the northward and eastward. At 8:30 a. m. made the island of Minicoy, bearing about N. W. by W., the course I was steering when I hove to at 4 a. m. [4 p. m?]. I steered thus high to counteract the southerly current of yesterday, but the current having ceased, the course would have run me ashore if I had continued it and the night had been dark, so uncertain is the navigation among these islands. We stood in within a mile of the south end of the island, and sounded with 45 fathoms of line without finding bottom. Some half dozen boats around us, all filled with a dark population resembling the Hindus of the adjacent coast—naked, except a breechcloth and a sort of turban for the head. The boats are fine models, with their Eastern prow standing up some 6 feet and their substantial lug sails, woven of some coarse fiber. The entire island is a grove of cocoanut trees, which are at once food and clothing for the idle population, which seemed to be considerable. The boat loads appeared to be on an idle excursion, as they were sailing about in different directions, apparently without an object, except, perhaps, fishing. At meridian the southwest end of Minicoy bore N. E. by N., distant 3 miles. One of the boats having come alongside, I learned that, though there was plenty of water, there were no refreshments to be had, and so we filled away and made sail on our course.

Friday, January 22.—Weather very fine, with the breeze moderate from about N. to N. by E. Current of 33 miles W. by S. Latitude $7^{\circ} 52' N.$, longitude $70^{\circ} 22' E.$ In the afternoon and night (bright moonlight) it was a pleasure to look upon the weather and to inhale the soft and balmy breeze. The sky was of the deepest blue, the "trade clouds," piled in fantastic fleeces, reflected the golden light of the sun, and the deep-blue sea was just moved enough by the breeze to roughen its surface, and thus to increase its hue and to give a pleasant motion to the ship as she rather skimmed over than ploughed through it. Crossing, as we are, the Arabian Sea, the lovely scene seemed redolent of "Araby's" spices and pearly grottoes.

Saturday, January 23.—Weather still continues fine. Wind moderate from the N. N. E.; little or no current; sea smooth. Latitude $7^{\circ} 4' 21''$, longitude $67^{\circ} 17'$.

Sunday, January 24.—Weather fine; wind moderate from about N. N. E.; no current. Latitude $7^{\circ} 3'$, longitude $64^{\circ} 28'$.

Monday, January 25.—Weather fine; wind moderate from N. E.; no current. Latitude $6^{\circ} 27' 3''$, longitude $61^{\circ} 49'$.

Tuesday, January 26.—Weather fine, clouding toward noon; a current to the S. W. of about 20 miles. Latitude $5^{\circ} 33'$, longitude $59^{\circ} 19'$.

Wednesday, January 27.—Weather fine. It has been scarcely necessary to touch a brace for the last six days. Little or no current. Latitude $5^{\circ} 1' 43''$, longitude $59^{\circ} 36'$.

Thursday, January 28.—Weather fine; wind fresh from the N. N. E. to N. E. Latitude $4^{\circ} 2'$, longitude $53^{\circ} 46'$. Breakfasted on flying fish this morning, a number having been caught last night by the exhibition of a light under the bow and the spreading of a net beneath it.

Friday, January 29.—Weather fine; wind moderate from N. E.; current 30 miles, W. S. W. Latitude $2^{\circ} 43' 13''$, longitude 51° . Calking deck; seams very open. At 8 p. m. the water became so white that we appeared to be running over a bank on which there was not more than 5 or 6 fathoms water. Shortened sail, hove the ship to, and got a cast of the deep-sea lead. No bottom at 100 fathoms. Filled away and made sail. This appearance continued for several hours. The water was not phosphorescent, but whitish, without sparkle.

Saturday, January 30.—Weather fine; wind moderate from the N. E. Latitude $50' 28''$ N., longitude $48^{\circ} 42'$. Current S. W., about 1 knot per hour.

Sunday, January 31.—Weather fine; wind moderate from the N. E. This is the tenth day we had studding sails on the ship continuously. Latitude $1^{\circ} 31' 57''$ S., longitude $47^{\circ} 20' 30''$. Current 30 miles, S. W. by S.

Monday, February 1.—Weather fine; wind moderate from the N. E. No current to-day; 30 miles yesterday. Latitude $3^{\circ} 15' 2''$, longitude $46' 13''$. Magellanic Clouds visible.

Tuesday, February 2.—Weather fine, but cloudy; wind light from N. E. Current 25 miles, E. N. E. Latitude $4^{\circ} 48' 33''$, longitude $45^{\circ} 40'$. Wind northward and westward [in the] evening.

Wednesday, February 3.—Sky overcast; wind light from the N. E. Current 11 miles, S. W. Tide rips. Latitude $6^{\circ} 47' 41''$, longitude $44^{\circ} 44''$.

Thursday, February 4.—Weather fine; wind light from the N. N. E. Current 21 miles, S. W. Latitude $8^{\circ} 24' 28''$, longitude $44^{\circ} 26'$.

Friday, February 5.—Weather fine; wind moderate, inclining to be light. Latitude $10^{\circ} 18' 31''$, longitude $43^{\circ} 47'$. Current W. by S., 37 miles.

Saturday, February 6.—Weather fine and nearly calm. Light airs from N. N. E. Current 20 miles, W. by N. $\frac{3}{4}$ N. Latitude $10^{\circ} 42' 46''$, longitude 44° . Only 38 miles from Comoro, which, the books say, should be seen in clear weather, such as we have, from 50 to 60 miles, and yet we have not seen it. A dead calm during the whole night.

Sunday, February 7.—Weather fine, calm, and light airs from the northward and eastward. A current of 20 miles, W. N. W. $\frac{1}{2}$ N. Latitude $10^{\circ} 44' 47''$, longitude $43^{\circ} 50'$. Just at nightfall made the island of Comoro, northwest end bearing S. W. $\frac{1}{2}$ S. At 8 p. m. a light breeze from the N. E., which lasted an hour and a half. Calm the rest of the night.

Monday, February 8.—A profound calm during the last twenty-four hours, the ship having passed through the water just 8 miles. Current W. by N. $\frac{3}{4}$ N., 13 miles. Northwest end of Comoro bearing, at noon, S. W. $\frac{1}{2}$ S., distant 30 miles. Latitude $10^{\circ} 45' 30''$, longitude $43^{\circ} 42' 30''$.

Tuesday, February 9.—Weather fine. The dead calm continuing, at 1:30 a. m. put the ship under steam and went ahead 9 knots through the sluggish, glassy sea. At 3:30 passed in sight of the northeast end

of Comoro. Soon after daylight made the islands of Johanna and Mohilla, not a breath of air stirring, and at 1:30 came to anchor about 3 miles west of the town, in 25 fathoms water, about three-fourths of a mile from the shore; holding ground good; sand and ooze. Sent out a kedge to keep the ship from fouling her anchor. Dispatched the paymaster to the town to arrange for fresh provisions. The sun scorching hot. In the afternoon visited by a number of boats from the shore; canoes with a couple of poles lashed across their gunwales attached to a float on each side to secure their stability. Stalwart, naked negroes were mostly their occupants. Many of these people speak a little English. Among others, a dignitary of the church came on board with the compliments of the chief priest (Mohammedan). We made arrangements with him for the supply of the ship. One of his companions asked me to which of the belligerent parties I belonged, the North or the South. I replied to the South. "Then," said he, "you belong to the side which upholds slavery." "Yes," said I, "we belong to the country where the black man is best taken care of in any part of the world," etc. The churchman seeing me put on the defensive, as it were, came to my aid and said, "Oh, we are slaveholders here; being Mohammedans, we have no prejudices that way. Our only trouble is that we can not get slaves enough for our purposes. The English, who have no control of us, we being an independent government, are strong enough to interfere with everybody's business, and to say to us that we bring over from the Main no more slaves. The slaves themselves would gladly come to us, as they are much better off than under their native chiefs, who are continually making war upon and murdering and enslaving one another." My informant was himself a full-blooded African negro, as black as the ace of spades, but with an immaculate white turban on his head, and the flowing robe and loose jacket of the Mohammedan.

Wednesday, February 10.—Weather fine, with clouds hovering over the island, and slight showers of rain among the hills. Visited by the King's dragoman this morning, who came to pay the respects of the authorities and to say that he was glad to see us in Johanna. In course of conversation he was pleased to say that our ship was well known to him, etc.; that the news of our having appeared off the cape some months ago had driven off all the Yankee whalers, several of which had been accustomed to resort hither. The King, he said (Abdallah), resided on the east side of the island; he had left him yesterday. The King himself would come over to see us, but he was very busy just now putting [up] a sugar mill, which he had just received from the Mauritius. The dragoman advised me to go round to Pomona [Pomony], on the south side of the island, where there was a good harbor, sheltered from the north winds, which blew very strong here at pretty regular periods of ten days, lasting four or five days and raising a heavy sea, cutting off all communication with the shore. He would pilot me round himself if I desired to go. The island [is] a beautiful, picturesque spot, as indeed all broken country in the tropics must always be. There is quite a mountain in the interior, and the higher parts of the island are densely wooded, the mountain sides in some places being so steep that the tops of some trees touch the trunks and roots of others. The lower hills nearer the sea are well cleared and, covered with the richest vegetation—grapes, shrubs, and copses of cocoanut and other trees intermixed—presented every variety of verdure, and thus rendering the landscape exceedingly beautiful. Patches of cultivation were frequent, and now and then a hut could be detected peeping out from the midst

of a sheltering grove, and numerous cattle (among other the humped ox) were grazing quietly on the hillsides or in the rich ravines. The means of life are abundant, and the climate healthy and kindly to the human frame on the score of covering, and a pastoral life among these hills seemed to have many attractions. The inhabitants are a mixture of Arabs and negroes, with a spare Persian, or Indian. They are quite intelligent and sprightly, and had not only heard of the American war, but said that it bore heavily upon them, as they were now compelled to pay much higher prices for their goods (mostly cotton). We had driven away, they said, all their Yankee trade. The Sultan is a young man of 28, with a moderate harem of only five wives. Sent on shore a batch of liberty men.

Thursday, February 11.—Weather continues fine, and the moon having changed without bringing us a northerly wind (which makes the anchorage a bad one), the chances are we shall have a week's good weather. I have therefore resisted the invitation of the dragoman to proceed to Pomona [Pomony], on the south side of the island, where resides the English consul, and where there is said to be a good though small harbor inside the reef. The English have here a depot for coal and provisions. The consul cultivates a sugar estate. Visited the town to get sight for my chronometers, which puts the town in $44^{\circ} 26' 30''$ —just $30''$ less than Captain Owen's determination. The town, as viewed from the anchorage, is quite a picturesque object, with its tall minaret, its two forts, one perched on a hill commanding the town and the other on the seabeach, and its stone houses, but the illusion is rudely dispelled upon landing. You land on a beach of rocks and shingle, through a considerable surf, even in the mildest weather. The beach was strewed with the washed clothes of the ship, and a set of vagabonds of all colors, save only that of the Caucasian, were lounging about, looking curiously on, with fruits, shells, etc., for sale. The town is dilapidated and squalid to the last degree, the houses of rough stone, cemented and thatched, the streets 5 feet wide, and rendered, as it would seem, purposely, crooked, after the fashion of a labyrinth. It was the second day of the fast of the Ramadan, and groups of idlers were congregated in the narrow porticoes, reading the Koran. The language which is peculiar to the islands is very soft and pleasing to the ear. We visited one of the principal houses. The walls were filled with a number of small niches, the receptacles for everything imaginable—coffee cups, ornaments, etc.—a number of couches around the room, etc. A number of half-clad, dirty children gathered around us, but no female made her appearance. We took our sights among the gaping multitude, all of whom were very civil and polite, and returned on board about 5 p. m., having seen all the outside life that was to be seen at Anzuan. The inside life was, of course, out of our reach. Upon coming on deck this morning I was struck with the soft, picturesque beauty of the hills as shone upon by the morning's sun, lighting up the tops and sides of the hills, and throwing the valleys and ravines into shade, etc. At night I am lulled by the roar of the sea upon the near beach, and it is delightful to snuff the fragrance of the land, as it comes off to us after night upon the dew-laden wings of the softest of all breezes. My vagabonds on shore looked rueful and woe-begone. Nature had no beauties for them, and there was no liquor to be had. If I were to remain here long, I should make it a practice to send them on shore for punishment.

Friday, February 12.—Weather still very fine, with light airs and calms, and the sun pouring down intensely hot. This is the Moham-

medan Sabbath, but they do not keep it so grimly as the Puritans, since we had a number of visitors on board this morning, and among others several princes, cousins-german of the Sultan, one of them being commander in chief of the army. The commander in chief gave me an account of the affair of the *Dale*, some years ago. Two Yankee whalers came in. One of them obtained provisions to the amount of \$250, telling the people he was too poor to pay for them in money, but that he would give them a bill on the consul at Zanzibar. To this they assented. The skipper ran off with his ship in the night without giving the bill. They seized the other captain and took him on shore to keep him as a hostage while his ship should go in pursuit of the other and get the promised bill, but they thought better of it after a few hours and released him. The *Dale* came the next season and demanded \$25,000, and threatened to burn the town if the money was not paid. They could not pay, as there was probably not so large a sum in the island. They set fire to one end of the town, which consumed two or three houses, and cannonaded the fort, doing it some damage, and withdrew. This is about the usual origin of the Yankee shipmasters' complaints to their Government. I made a present of a captured Yankee clock to each of the princes, and gave them a package of writing paper. They seemed anxious to get some finery for their wives, but we told them we were not in that line, like the Yankee whalers.

Saturday, February 13.—The weather continues very fine, the evenings being truly enchanting, the atmosphere transparent, a gentle land breeze stirring, and a few lazy clouds sailing leisurely across the moon in her first quarter. I visited the town again to-day, called at the houses of a couple of the princes, in which I found everything dirty, with an attempt at tawdry finery. A black houri was set to fan me, and we were served with rose sirup. Walked to the princes' garden, a beautiful wilderness of cocoa and betel nut, sweet orange, and mango, with heterogeneous patches of rice, sweet potatoes, and beans, with here and there a cotton plant. Two or three huts of the slaves were dotted about, and walls of loose stones ran along crooked lanes and byways. As we came off they were some at evening prayer, and others were seated on stone benches preparing to take their evening meal. A sail in sight from the hills, though not visible from the ship. The people met us everywhere with kindly greetings, and the cadi, a venerable looking old man, wished me a safe return to my country. The price of a slave here fresh from the coast is \$5.

Sunday, February 14.—Weather charming, if not quite so hot. Visited in force again to-day by the princes and other chief men. In the afternoon the muezzin, or high priest, visited me. He was a fine-looking Arab—by descent—with a well-developed forehead and easy, gentlemanly bearing. He was evidently looked up to with great respect by his attendants. He wore a sword. He expressed much sympathy with our cause, and said he would pray to Allah for our success. The Yankee whalers, he said, invariably stole some of their slaves. Still they could not do very well without them, as they were the only traders to the island, and brought there many useful things in exchange for their bullocks and fruit and products. This morning the "liberty" of my men was out, and it was found that four of them were missing. We afterwards learned they had taken to the hills, of course with the intention to abscond. I offered a reward for them, and after night they were brought on board to me. I have thus got them all on board again, nor could they debauch themselves with liquor, there being none on the island.

Monday, February 15.—Weather very fine, though the wind is very light. Received on board some bullocks, sea stores of fruit, and paid our bills, and were taken leave of affectionately by the simple people, and at meridian moved out of the anchorage under steam, amid the cheers (given in real English fashion) of the many boatmen that surrounded us. Reef visible about a mile out from the west side of Saddle Island. Mohilla N. W. at nightfall, distant, 9 or 10 miles.

Tuesday, February 16.—Weather clear and wind very light from the N. N. E. Sun nearly vertical at noon, his altitude being $89^{\circ} 16'$. Latitude $13^{\circ} 2' 21''$, the center of Mohilla bearing N. N. E. Court-martial on four deserters.

Wednesday, February 17.—Weather fine; breeze very light from N. N. W. to N. E. Current about 18 miles, S. W. Latitude $13^{\circ} 41' 32''$, longitude $43^{\circ} 4'$.

Thursday, February 18.—Nearly calm during the twenty-four hours; sun exceedingly hot. Current about 18 miles, S. W. Latitude $14^{\circ} 15'$, longitude $42^{\circ} 45'$.

Friday, February 19.—Cloudy weather, with a falling barometer; the great heat diminished. In the afternoon kept off to intercept a sail. Afternoon calm. At nightfall had a pretty good view of the ship at about 10 miles distance. She did not look American. Kept on our course. Latitude $15^{\circ} 3' 49''$, longitude, $42^{\circ} 24'$.

Saturday, February 20.—Sky overcast in every direction. At 2 a. m. had a heavy squall from the N. W. Close reefed. Barometer, 28.75. At 8 a. m. made sail. No observation for latitude. Obtained longitude, the probable error of latitude being of no consequence. Latitude, D. R., 16° , longitude—chronometer, $41^{\circ} 45'$; D. R., $41^{\circ} 47'$.

Sunday, February 21.—Weather fine, but very oppressive from the heat. Wind light from the N. E. Last night the barometer settled to 29.67, and has risen a little since (29.74) without any disturbance as yet of the atmosphere, though we have a considerable swell this morning from the southward and westward. Current southeasterly. Latitude $17^{\circ} 2' 51''$, longitude $41^{\circ} 31'$.

Monday, February 22.—Wind light from the northward and eastward. Barometer ranging from 29.68 to 29.80, as it has for the last two or three days, falling in the afternoon and rising during the night and early morning. Latitude $18^{\circ} 43' 40''$, longitude $41^{\circ} 20'$. Current 12 miles, S. S. E.

Tuesday, February 23.—A rainy morning, with an overcast sky; wind light from the southward and eastward. Latitude $19^{\circ} 49' 19''$, longitude $41^{\circ} 23'$. Barometer, 29.70. Wind southward and westward in the afternoon. We have thus lost the feeble monsoon, which has been dying for two weeks past. The current chopped round suddenly to-day, and we have been set 37 miles W. by S. Barometer sank during the night to 29.55.

Wednesday, February 24.—Weather looking boisterous, with wind fresh from the S. W., hauling to S. E. and back again to S. by W. in the course of an hour. Lowering clouds all round, and the barometer at 29.43 at noon, and falling. Reefed down to close reefs, and took bonnets off the trysails. Latitude $20^{\circ} 29' 18''$, longitude $41^{\circ} 19'$. Current 27 miles, N. $\frac{1}{2}$ E. In the afternoon the barometer continued to sink until it reached 29.36, where it remained stationary for awhile, and then began to rise. The wind freshened to a gale as night set in, and blew strong during the night, though the gale was by no means severe. The wind hauled, according to rule, from S. by W. by E. to N. E. This indicated the passage of the gale from S. E. to N. W., and

so (being in the left-hand semicircle) wore ship at 10 p. m. and hove to on the port tack and furled the fore-topsail. Cyclone in Mozambique. Winds S. E. to N. W.

Thursday, February 25.—Gale blowing very fresh in squalls of rain. Set fore-topsail and made sail on our course. The barometer rose until it reached 29.50, where it still is (4 p. m.), having remained at that point since 7 a. m. Weather looking better, with patches of blue sky and the sun occasionally visible. Latitude $21^{\circ} 18' 39''$, longitude $41^{\circ} 44'$. And so I shaped my course to bid a welcome adieu to the Mozambique Channel and its calms and currents and capricious winds and weather. At 1:30 overhauled an English ship, to which we showed French colors. The weather became beautiful and serene about sunset, but toward 8 p. m., the barometer still being down, a dense cloud, with lightning, began to arise in the east, and rose very rapidly. Shortened sail at once. About 8:30 a dense thundercloud enveloped us, and we experienced a sublime thunderstorm and of wind and rain. It became pitch-dark, the lightning was vivid and frequent, and the rolling of the thunder, interrupted now and then with a sharp crash, was almost constant.

Friday, February 26.—Weather fine, with the wind from the N. E., freshening as the day advanced. Barometer at noon, 29.64, having risen 0.14 only in twenty-four hours. Fresh breeze during the night, S. E. Latitude $23^{\circ} 36' 22''$, longitude $41^{\circ} 15' 30''$.

Saturday, February 27.—Strong breeze from the S. E. and a rough sea. Latitude $25^{\circ} 31' 52''$, longitude 40° . Current 14 miles, W. by N. Barometer, 29.74, having risen one-tenth in twenty-four hours.

Sunday, February 28.—Morning ugly and squally, with a heavy swell from the southward and eastward. Weather clearing toward noon. Barometer, 29.86; has risen 0.12 in the twenty-four hours. Current $2\frac{1}{2}$ knots per hour, or 63 miles, W. by N. Latitude $27^{\circ} 11' 16''$, longitude $37^{\circ} 51' 35''$. This afternoon, for the first time, the ship was thrown into confusion by the cry of "man overboard." I immediately sprang on deck, and the ship being hove to and sail shortened, a boat was lowered and sent in pursuit of the men, for there were two of them, the man who had fallen overboard and a shipmate (Michael Mars), who, seizing a grating, jumped overboard to his rescue. They were both saved, and after a detention of some twenty minutes we filled away on our course again. Sea quite rough, and wind fresh.

Monday, February 29.—Weather fine, with the breeze stiff from the S. E.; not so much sea as yesterday. Barometer, 29.94. Latitude $29^{\circ} 16' 56''$, longitude $36^{\circ} 17'$. Current 35 miles, W.

Tuesday, March 1.—Weather clear, becoming rather grayish toward the afternoon. Latitude $31^{\circ} 32'$, longitude $34^{\circ} 37' 30''$. Current 30 miles, W. by N. We have the barometer at last at 30.

Wednesday, March 2.—Weather cloudy; wind N. N. E. Latitude $33^{\circ} 20'$, longitude $32^{\circ} 22'$. Current N. W., 11 miles.

Thursday, March 3.—Weather clear overhead, with flying white clouds; hazy around the horizon. Blowing a fresh gale from about N. N. E. Barometer falling rapidly, being at 29.65 at noon. Latitude $35^{\circ} 5'$, longitude $29^{\circ} 49'$. Current 27 miles, E. $\frac{1}{2}$ S. We saw the first cape pigeon and albatross to-day. The barometer went down to 29.53, and toward night a cloud arose in the N. W. and the gale burst upon us from that quarter in a squall of rain. We had already single reefed. Double reefed, and reefed the trysails. The wind blew very heavy in squalls during the night, and raised a very abrupt, ugly sea, which stove in the weather bridle port. Battened down hatches and wore to the southward at 3 a. m.

Friday, March 4.—The gale still continues, though it is moderating very fast now (at 10 a. m.), and the barometer has risen to 29.97. Sea not so turbulent, though the ship is thundering into it now and then and keeping the decks flooded. My ship is weary, too, as well as her commander, and will need a general overhauling by the time I can get her into a dock. If my poor services shall be deemed of any importance in harassing and weakening the enemy, and thus contributing to the independence of my beloved South, I shall be amply rewarded. Latitude $35^{\circ} 11' 22''$, longitude $28^{\circ} 28'$. Current 12 miles, N. W. We have again changed our climate. Two weeks ago we were sweltering under the heats of the equator; to-day we are wrapped up in our pea-jackets.

Saturday, March 5.—The gale blew itself out yesterday morning, leaving a very heavy, irregular sea, which [lasted] all day and night. This morning the weather is alternately clear and cloudy, with the wind from the N. E., and the barometer, which had gone up to 30.1, settling to 29.9 at meridian. Latitude $35^{\circ} 51' 11''$ S., longitude $26^{\circ} 43' 15''$ E.

Sunday, March 6.—Weather clear, with a moderate breeze from the N. W. Two ships in sight to windward. Mustered the crew and read the articles of war and a general order approving of the conduct of Michael Mars, seaman, for his rescuing Godson from drowning on Sunday last. Latitude $39^{\circ} 9'$, longitude $24^{\circ} 58' 30''$. The barometer fell to 29.8, and in the afternoon we had another gale from the westward, continuing through the night. Having approached near enough to a third sail to see that she looked Yankee, wore ship in chase after dark, but the wind heading us toward the land we wore offshore again at 10 p. m. Current 30 miles, W.

Monday, March 7.—We have what seamen expressively call a nasty day. Weather thick and wet, a rough, confused sea, and light wind from the S. W.; ship rolling and pitching and tumbling, with every conceivable variety of motion, and with all the delightful noises of creaking bulkhead, jerking tiller ropes, etc., incident thereto. Two sail in sight, the nearest evidently foreign, under short sail. Showed English colors to an English ship. Latitude $35^{\circ} 10' 25''$, longitude $24^{\circ} 3'$. Current W. N. W., 35 miles. Heavy sea on. On soundings at 5 p. m. on the Agulhas Bank.

Tuesday, March 8.—Weather fine. Crossing the Agulhas Bank. Heavy, rolling sea. Current 29 miles, S. by W. $\frac{1}{2}$ W. Three sail in sight—the one we passed last night and two ahead. One of these we make out to be foreign. Latitude $35^{\circ} 49' 45''$, longitude $21^{\circ} 39'$. In the evening the barometer sank to 29.8, and we had something of a blow from the S. W.

Wednesday, March 9.—A half dozen different kinds of weather in as many hours this morning. Showed English colors to a French ship, an English ship, and a Dutch bark. Wind from the W. N. W. to S. W. Latitude $35^{\circ} 46'$, longitude $20^{\circ} 29'$. Current 10 miles, N.

Thursday, March 10.—Weather clear and calm. One sail in sight from the masthead. Latitude $35^{\circ} 42' 16''$, longitude $20^{\circ} 13'$. No current. Setting up the main rigging.

Friday, March 11.—Morning, sky overcast in every direction. At noon, clear. Wind light from the southward. At 8 a. m. made the Cape of Good Hope. Latitude $35^{\circ} 8'$, longitude $18^{\circ} 21' 45''$. In the afternoon showed the English colors to a Dutch ship. Sighted a large steamer standing south. Passed within 15 miles of the cape light, ran some 20 miles toward Cape Town, and hauled out to the north-

ward and westward. Blowing a gale of wind at nightfall from the S. E. Sky perfectly clear, with a hazy horizon, and barometer at 30. Setting up mizzen rigging.

Saturday, March 12.—Clear overhead; hazy around the horizon; blowing a moderate gale from S. E. Hove to under close reefs. Latitude $33^{\circ} 57' 27''$, longitude $17^{\circ} 6' 30''$. In the afternoon a steamer passed us some 7 or 8 miles to windward, steering to the eastward. Probably the cape mail, due about this time. At 7 p. m. a ship passed us, steering to the northward and westward. Wore and approached her near enough to discover that she was not American. Blowing a fresh gale from the southward, with hazy weather.

Sunday, March 13.—Weather cloudy; wind fresh from the southward. At 10 sent a boat on board an English ship, fifty-seven days from Calcutta. We passed as the U. S. S. *Dacotah*, bound to the East Indies to relieve the *Wyoming*. She reports that the *Alabama* is playing the mischief in the Java Sea. Latitude $33^{\circ} 35'$, longitude $16^{\circ} 10'$. Toward nightfall boarded a Hamburg bark, forty-five days from Macao. She brings the same report of the panic spread in the China seas by the *Alabama*.

Monday, March 14.—Wind fresh from the S. E. Latitude $34^{\circ} 37'$, longitude $15^{\circ} 20'$. Chasing a ship from 11:30 until half past 3, when, seeing that she had no appearance of a Yankee, and the chase being likely, besides, to run us some distance off our cruising ground, we wore ship and hauled on a wind to the eastward. As night closed a gale set in from about S. S. E. and blew freshly all night. Close reefed. This is the fourth gale in this month. Well may the Cape of Good Hope [be] called the "stormy cape."

Tuesday, March 15.—Cloudy; gale continues from the same quarter. Under the same sail, with head still to the eastward. Latitude $33^{\circ} 48' 48''$, longitude $15^{\circ} 23'$. As night set in the gale increased, and blew strong all night, the ship rolling and jerking in an abrupt sea. Weather thick and hard looking. We have been for the last four nights, during which it has been blowing a gale of wind from the S. E., in rather a ticklish position, lying in the track of vessels bounding before the gale at the rate of 10 or 12 knots per hour, with the ability to see them only about a mile off, which distance they could run in from five to six minutes. But we have carried a light when the moon has gone down, and kept a bright lookout. Contrary to all rule elsewhere, the easterly gales off the cape blew with a high barometer—that is, they commence, continue, and end with the barometer from 30 to 30.5.

Wednesday, March 16.—The gale broke this morning, though the wind continues light from the same quarter—S. E. Weather clear. We have had various currents during the last three days. On the 14th 40 miles, N. W.; on the 15th S. W., 40 miles; and to-day 20 miles, N. Although we have crossed the entire track within the last twenty-four hours, we have seen no sail, but darkness probably hides half of them from us; and thus far it is as well, for we have had such ugly weather that it has been out of the question—the chasing or boarding a ship during the night. We have been thankful, on the contrary, to keep out of their way. Latitude $32^{\circ} 50' 10''$, longitude $16^{\circ} 31'$.

Thursday, March 17.—Wind light. We have had the current to the N. E., 21 miles. Lighted and banked the third fire. Latitude, observation, near noon, $33^{\circ} 10'$; longitude, $16^{\circ} 22'$.

Friday, March 18.—Morning gray. Wind light from the S. E. At 7 a. m. sent a boat on board of a Spanish bark, from Manila for Cowes. She reported having lost both topsail yards in a hurricane off the

Mauritius. Sixty-five days out; no news. At 10 gave chase to a bark, which we soon after lost sight of in a dense fog. No observation. Latitude, computation, $33^{\circ} 33' 9''$; longitude, $16^{\circ} 46' 7''$. The fog continuing until 2 p. m., discontinued chase. Fog lifted about 5 p. m.

Saturday, March 19.—Morning very bright and fine; wind light from the eastward, falling calm toward noon. A sail in sight to the northward. Latitude $32^{\circ} 57'$, longitude $15^{\circ} 55'$. Current to the northward about 50 miles, or 2 knots per hour. Calm all the afternoon and night. At 10 p. m. went ahead under steam.

Sunday, March 20.—Early morning clear, clouding toward noon. Wind light from the southward and westward. During the morning overhauled an English and a Dutch ship and an English schooner and a Dutch bark. Latitude $33^{\circ} 51'$, longitude $17^{\circ} 31''$. Afternoon: Weather thick. Running in for Cape Town. Made the land at 1 p. m., and at 4:30 p. m. came in in the harbor in $6\frac{1}{2}$ fathoms water and sent an officer to call on the authorities. Just at nightfall a French steam sloop of war came in and anchored near us.

Monday, March 21.—Blowing a gale of wind from the S. E. The usual fleecy cloud on the top of Table Mountain. At 11 let go a second anchor and veered to 90 fathoms on the riding chain. During the afternoon and night the wind blew furiously. The English mail steamer went to sea at 4 p. m., saluting us with her ensign as she passed. Learned [of] the seizure of the *Tuscaloosa*, on the ground that, being a prize, and having come into British waters in violation of the Queen's proclamation, she would be delivered up to her original owners. We are in the midst of the fruit season, the figs and grapes being particularly fine.

Tuesday, March 22.—Gale still continues, though somewhat moderated. Addressed a dispatch to Admiral Sir Baldwin Walker on the subject of the seizure of the *Tuscaloosa*. Received permission to get on board supplies and coal.

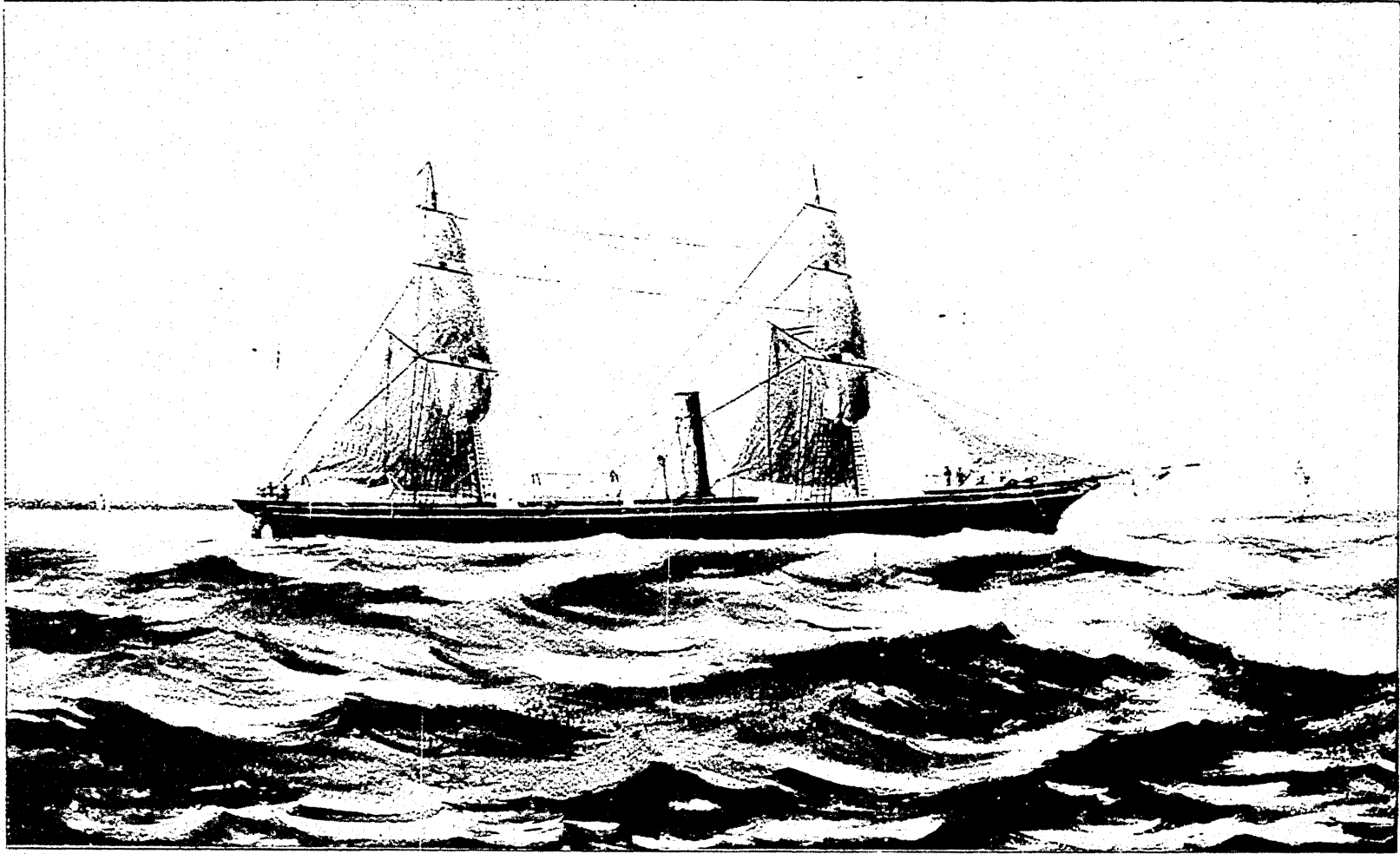
Wednesday, March 23.—Weather clear. The gale has moderated, and we commenced at [12]:30 p. m. to receive coal from a couple of lighters. The gale increased toward nightfall and blew fresh all night. The late Yankee bark *Urania* came in under English colors.

Thursday, March 24.—Weather clear. The gale has finally broken. We are very busy receiving coal and provisions, and still we are bothered with visitors, ladies among others. Finished coaling and receiving supplies this evening.

Friday, March 25.—Weather very fine. At 10 a. m. steamed out of the harbor amidst the hurrahs of surrounding boats, filled with curious spectators, and passed (just inside the harbor) the Yankee steamer *Quang Tung*, with the Yankee colors up, coming in. Half an hour more and we should have made a prize of her. Such are the chances of war! Latitude $34^{\circ} 2' S.$, longitude $18^{\circ} 10' E.$ Shipped four men who came on board of us at the last moment.

Saturday, March 26.—Cloudy weather, with an occasional sprinkle of rain. Wind hauled suddenly at meridian from N. to S. W., and blew fresh during the afternoon, with some sea on. Latitude $33^{\circ} 41' 30''$, longitude $15^{\circ} 52' 15''$. Jail delivery, as usual, upon coming out of port this morning.

Sunday, March 27.—Dull, cloudy weather, with a moderate breeze and a heavy sea, from the southward and eastward. Roughness of the ship's bottom impeding her sailing from 1 to 2 knots an hour. Latitude, D. R., $31^{\circ} 50'$; longitude, $12^{\circ} 39'$.



CONFEDERATE STATES STEAMER GEORGIA.

Monday, March 28.—Observation to-day shows that we have had 65 miles southwesterly current in the last two days. Latitude $31^{\circ} 36' 24''$, longitude $10^{\circ} 9'$.

Tuesday, March 29.—Wind light from the southward. Current 21 miles, W. by N.; heavy, sluggish sea. Latitude $30^{\circ} 25'$, longitude $8^{\circ} 25'$. I have at length had a little leisure to read the late papers received at the cape. The Yankee Government and people, and along with them the English press and people, or a greater portion of them, seemed to have jumped suddenly to the conclusion that we are beaten, and that the war must soon end by our submission. Mr. Lincoln has even gone so far as to prescribe the terms on which our States may reenter the rotten "concern," to wit, by a reorganization of the State government by one touch of the people, and by taking an oath to abide by his villainous proclamation, depriving us of our property, subject to the decision of a packed Supreme Yankee Court. Verily, the delusion of these people in the matter of this war is unaccountable. No power on earth can subjugate the Southern States, although some of them, as Maryland and Kentucky, have been guilty of the pusillanimity of making war with Yankees against their sisters. History will brand them as traitors and cowards. As for the tone of the English press, I am not surprised at it. England is too rich to be generous. The sordid pursuit of gain has stifled all her nobler qualities, and she is cowering beneath the Yankee lash like a whipped spaniel. She is afraid of losing the Canadas and her money bags afloat on the ocean. All her human sympathies being thus dried up, she is ready to make friends with the stronger party. If we come well out of the war, she will be wheedling us for a free-trade treaty and swearing that she has always been our fast friend. If, contrary to all human calculation, we should be subjugated, she will throw her harlot arms around the Yankees and claim credit for all the unfriendliness shown us during the war. Our war is, for her, a sort of prize fight, and she is looking on in about the same spirit with which her rabble horde lately viewed the fight between King and Heenan—Hurrah one; well done the other!

Wednesday, March 30.—Weather cloudy; clear; wind light from the southward. Current 11 miles, N. W. Latitude $28^{\circ} 53' 45''$, longitude $6^{\circ} 55'$.

Thursday, March 31.—Weather fine; wind light from the southward. Current S. W., 40 miles. Latitude $28^{\circ} 54'$, longitude $4^{\circ} 50' 15''$.

Cruise of the U. S. S. Georgia, April 9, 1863—March 31, 1864.

Report of Commander Maury, U. S. Navy, commanding the U. S. S. Georgia, of the cruise of that vessel from the Cape of Good Hope to Cherbourg, France.*

C. S. S. GEORGIA,
Cherbourg, November 1, 1863.

SIR: I have the honor to inform you that we arrived at this place from Simon's Bay, via the island of Teneriffe, on the 28th ultimo, having had a passage of sixty days.

The *Alabama* and *Tuscaloosa* left Simon's Bay the day before we arrived there. We made a narrow escape from the *Vanderbilt*, as she went in a short time afterwards (about sixteen hours). Our safety was owing, probably, to our having run to the southward in chase of a vessel.

* Former reports of the operations of this vessel not found.

Off Table Mountain we captured the ship *John Watts*, of Bath, Me., with a cargo of teak wood, and, as this belonged to neutrals, she was released upon a ransom bond.

On the 9th of October, in latitude 18°36' N., longitude 19° 25' W., we captured the ship *Bold Hunter*, of Boston, with a cargo of coal. She was burned, and the crew, with the exception of a few who enlisted on board this vessel, were landed at Teneriffe.

On the 15th October we arrived at Teneriffe (Santa Cruz) and were civilly received by the authorities, who allowed us to procure coal and other supplies, notwithstanding the earnest protest of the U. S. consul.

From Teneriffe to this place we had pleasant weather and fell in with a great many vessels, not one of which was American.

Accompanying this I send a copy of a communication I had written to Mr. Slidell before I was aware you were in command.

We shall want some officers, but I will confer with you on this subject when I go to Paris.

I am, respectfully, your obedient servant,

WM. L. MAURY,
Commander.

Flag-Officer S. BARRON,
Paris.

[Enclosure.]

C. S. S. GEORGIA,
Ocherbourg, October 31, 1863.

SIR: I deem it my duty to state to you, for such action as you may deem proper, the conduct of A. Burot, master of the French bark *Patrie*, toward us. On the afternoon of the 20th October we came within hail of the vessel, and in the usual manner told the master to heave to. This was not done, but as the wind was light I sent a boat alongside with a lieutenant and midshipman and four men, the officers having their side arms and the boat's crew unarmed, when the master, using the most abusive language toward the officers, ordered her off, saying: "I will not stop for all the scoundrel pirates." This abuse commenced before the officers had spoken to him.

The boat returned to the steamer. I then sent the first lieutenant, W. E. Evans, with the midshipman and same men, who were now armed, to go alongside and remonstrate with the master upon the impropriety of his conduct; that we, as belligerents, had the right to go on board, and that I should certainly exercise that right. He refused admittance the second time, when the boat returned alongside.

I then ordered a blank cartridge to be fired, which was not heeded. Two shots were then fired across his bows, and the vessel was hove to.

On the third visit of the boat, with the same officers and crew, they were received.

The master was requested to show his papers, when he asked Mr. Evans if he declined doing so would force be used, calling at the same time his crew to witness the answer. He was answered in the affirmative.

He then invited the officers in his cabin, was very civil, and exhibited his papers.

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

WM. L. MAURY,
Lieutenant, Commanding.

HON. JOHN SLIDELL,
Commissioner of the Confederate States of America at Paris.

Report of Commander Maury, U. S. Navy, commanding U. S. S. Georgia, regarding the unfitness of that vessel for cruising against the commerce of the enemy.

U. S. S. GEORGIA,
Oherbourg, December 27, 1863.

SIR: In your communication of yesterday's date (already acknowledged) you require my report as to the unfitness of this vessel as a cruiser against the commerce of the enemy.

In reply I have the honor to state that the propelling power of the sails is so small that she can not cruise advantageously and capture enemy's vessels under them. She has to chase always under steam, which necessarily causes great consumption of fuel, and to cruise actively it is necessary for her to coal frequently.

I am, respectfully, etc.,

WM. L. MAURY,
Commander.

Flag-Officer S. BARRON,
Paris.

Letter from Messrs. Taylor & Millar, of Dundee, Scotland, to the Secretary of State of the Confederate States, requesting indemnity in the matter of the cargo of the ship *Bold Hunter*.

DUNDEE, January 4, 1864.

SIR: By the advice of Mr. Slidell, the representative of your Government at Paris, we beg respectfully to lay before you the following case:

The ship *Bold Hunter*, of Boston (United States), R. H. Crosby, commander, sailed from this port for Calcutta on 10th September last, having on board 1,025 tons of coals on our account, and on the 9th of October, when in latitude 19° N. and longitude 21° W., the vessel and her cargo were destroyed by the U. S. S. *Georgia*.

We beg, therefore, to enclose herewith copy of bill of lading, and to request the favor of your bringing this matter before the proper parties, believing that the Confederate Government will at once recognize our claim, being British subjects, to be indemnified for the loss of said coals, which were not insured against war risk.

The loss sustained by the destruction of the cargo we estimate at £550 (being £450 the value of the coals when shipped and £100 for loss of market), of which sum we hope to have payment from your Government at their earliest convenience.

Waiting the favor of reply,

We have the honor to be, sir, your most obedient servants,

TAYLOR & MILLAR.

Hon. SECRETARY OF STATE,
Confederate States of America, Richmond.

Address Taylor & Millar, 19 Dock street, Dundee, Scotland.

[Enclosure.]

Bill of Lading.

Shipped in good order and well conditioned by Messrs. Taylor & Millar, in and upon the good ship called the *Bold Hunter*, whereof R. H. Crosby is master for this present voyage, and now lying in the harbor of Dundee, and bound for Calcutta, to say ten hundred and twenty-five tons and eighteen hundredweights coals, being marked and num-

bered as in the margin, and to be delivered in like good order and well conditioned at the aforesaid port of Calcutta (the act of God, the Queen's enemies, fire, and all and every other dangers and accidents of the seas, rivers, and navigation, of whatever nature and kind soever, excepted), unto order or to assigns, he or they paying freight for the said goods at the rate of twenty-five shillings per ton, with primage and average accustomed. In witness whereof, the master or purser of the said ship hath affirmed to three bills of lading, all of this tenor and date, one of which being accomplished, the other two to stand void.

Dated in Dundee, 9th day of September, 1863.

R. H. CROSBY.

The within-mentioned coals have the British Government certificate.

Order of Flag-Officer Barron, C. S. Navy, to Commander Maury, C. S. Navy, commanding C. S. S. Georgia, detaching him from the command of that vessel.

PARIS, January 19, 1864.

SIR: In consequence of your application, under an advisory certificate of ill-health from Dr. Thomas J. Wheeden, the medical officer of the steamer *Georgia*, to be relieved from the command of that vessel, you are hereby detached, and after turning over the command temporarily to Lieutenant W. B. Evans you will report to me in person in this city for other duty.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Commander WM. L. MAURY,
C. S. S. Georgia, Cherbourg, France.

Instructions from Flag-Officer Barron, C. S. Navy, to Lieutenant Evans, C. S. Navy, commanding C. S. S. Georgia, regarding the equipment of the C. S. S. Rappahannock.

PARIS, January 29, 1864.

SIR: When the *Rappahannock* and *Georgia* are ready for sea, you will sail directly for the place of rendezvous agreed upon by the commander of the *Rappahannock* and yourself, and transfer the armament and all warlike equipment to the *Rappahannock* in the shortest possible time.

You will also allow such men among the crew of the *Georgia* who may wish to enter on board the *Rappahannock* for her cruise to be transferred to that vessel. After the accomplishment of this duty you will return to the most convenient port on the continent and report to me by letter your arrival.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant Commanding W. B. EVANS,
C. S. S. Georgia, Cherbourg, France.

Abstract log of *C. S. S. Georgia*, Lieutenant *W. L. Maury* commanding, April 9, 1863—January 18, 1864.

April 9, 1863.—From 8 to midnight: At 10:45 hoisted the colors and put the ship in commission; cheered ship, Ushant light bearing E. S. E. per compass, distant about $4\frac{1}{2}$ miles. At 12 (midnight) Ushant light-bore per compass S. W., distant about 12 miles.

April 10.—At 1:30 a. m. lost sight of Isle d'Ouessant light [Ushant], bearing per compass S. by E. Latitude $47^{\circ} 53' N.$, longitude $6^{\circ} 27' W.$

April 11.—Latitude $46^{\circ} 30' N.$, longitude $9^{\circ} 19' 30'' W.$

April 12.—Latitude $45^{\circ} 56' N.$, longitude $9^{\circ} 53' 30'' W.$

April 13.—Latitude $45^{\circ} 10' N.$, longitude $11^{\circ} 39' W.$

April 14.—Latitude $44^{\circ} 23' N.$, longitude $11^{\circ} 31' W.$

April 15.—Latitude $42^{\circ} 49' N.$, longitude $12^{\circ} 3' W.$

April 16.—Latitude $41^{\circ} 10' N.$, longitude $13^{\circ} 15' W.$

April 17.—Latitude $39^{\circ} 8' N.$, longitude $14^{\circ} 45' 30'' W.$

April 18.—Latitude $37^{\circ} 4' N.$, longitude $16^{\circ} 32' W.$

April 19.—Latitude $35^{\circ} 26' N.$, longitude $17^{\circ} 38' W.$

April 20.—Latitude $30^{\circ} 17' N.$, [$34^{\circ} 30' ?$] longitude $18^{\circ} 11' W.$. At 6 p. m. lighted fires, and at 7:55 proceeded under steam.

April 21.—Latitude $31^{\circ} 35' N.$, longitude $19^{\circ} 56' W.$ From 4 to 6 p. m.: Exchanged colors with an English ship. Went to quarters at 6 p. m. and fired two blank cartridges and one shot from each of the guns. At 9 p. m. slowed down the engines to half speed.

April 22.—At 9 a. m. stopped the engines and banked fires. Made sail to topgallant sails and jib. Latitude $28^{\circ} 43' N.$, longitude $21^{\circ} 3' W.$

April 23.—At 5 a. m. mounted the two Whitworth guns on the quarter-deck. At 9:45 exchanged colors with a brig. Latitude $26^{\circ} 51' 30'' N.$, longitude $22^{\circ} 23' W.$

April 24.—Latitude $27^{\circ} 53' 30'' N.$, longitude $21^{\circ} 39' W.$ At 1:45 p. m. passed and exchanged colors with brig *Aurora*, of Maitland, Nova Scotia.

April 25.—At daylight made a sail on the starboard quarter. Hauled up to intercept her. At 7 made her out to be a Dutch bark standing to the southward and westward; showed English colors to her. From 8 to meridian: Exchanged colors with an English bark. Latitude $25^{\circ} 45' N.$, longitude $23^{\circ} 15' 30'' W.$ Ship in sight. Hoisted English colors. At 4:15 started ahead in chase of the ship ahead. At 5:10 hauled down the English colors and hoisted our own; the chase hoisted United States colors. Stopped, lowered a boat, and made a prize of the ship *Dicator*, of New York, laden with coals, bound to Hongkong. She having a United States register, captured her. From 8 to midnight: Hove to about 2 miles from the prize. At 9 p. m. First Lieutenant Evans went on board with a prize crew and took charge. Removed the officers and crew; confined the latter in double irons. Commenced transferring provisions, etc.

April 26.—At 6 a. m. commenced again to transport provisions. At 9:30 a sail in sight on port bow. Set fire to and abandoned the prize and gave chase. Proved to be an English bark. Sail in sight on lee beam. Gave chase under sail and steam.

N. B.—We, the undersigned, estimate the value of the prize ship *Dicator*, of New York, from Liverpool, bound to Hongkong, laden with coal, together with her equipment, to be \$70,000; her cargo to be worth \$16,000.

WM. E. EVANS.
J. H. INGRAHAM.

Latitude $25^{\circ} 21' N.$, longitude $22^{\circ} 57' W.$ From meridian to 4 p. m.: Hoisted English colors; the chase hoisted the Bremen. Hauled down the English and hoisted our own. The chase proved to be the bark *Bremen*, bound to Rio. At 1:30 hauled up to chase another sail. At 2:35 hoisted the English colors to a Hamburg brig.

April 27.—At daylight made two sails standing to the southward and westward. One proved to be a Bremen bark seen yesterday, the other the *Siphoner*, of St. John, New Brunswick. Exchanged colors with her, hoisting the English ensign. Latitude $23^{\circ} 7' N.$, longitude $24^{\circ} 12' W.$

List of men shipped from the Dictator.

John Benson, seaman.
John Williams, seaman.
John Harty, seaman.
Charles Brown, seaman.
John Ahlstram, seaman.
William Cullon, seaman.
John Cain, second-class fireman.

Walter Kroon, coal heaver.
Antonio Pentz, coal heaver.
Charles Grinnell, captain's steward.
Antonio Bass, captain's cook.
Mathew Shean, boy.
William Cox, boy.
Alex. Ellis, coal heaver.

R. W. CURTIS,
Acting Paymaster, C. S. Navy.

April 28.—At 6 a. m. discovered a sail on port bow; gave chase. At 7:45 chase proved to be a steamer of war. Hauled down English colors, hoisted our own, and dipped our ensign in return for his salute. Latitude $19^{\circ} 27' N.$, longitude $24^{\circ} 44' W.$ From 4 to 8 p. m.: Chased and exchanged colors with two English barks.

April 29.—At 4:45 a. m. made the island at San Antonio, one of the Cape Verdes. At 5 slowed down the engine, running in for the island of St. Vincent. At 8:35, when about 3 miles from the harbor of St. Vincent, discovered a steamer of war belonging to the United States; braced the yards to windward, and immediately stood out to sea. At 2:40 p. m. stopped the engine and made signal for a fishing boat to come alongside, to obtain information from them. Started ahead at 3 p. m., the southwest point of the island bearing per compass S. by E. $\frac{3}{4}$ E., distant about 4 miles.

April 30.—Latitude $15^{\circ} 40' N.$, longitude $26^{\circ} 9' W.$

May 1.—Latitude $13^{\circ} 37' N.$, longitude $26^{\circ} 57' W.$

May 2.—Latitude $11^{\circ} 44' N.$, longitude $27^{\circ} 44' W.$

May 3.—Latitude $9^{\circ} 38' N.$, longitude $27^{\circ} 56' W.$ At 5:30 p. m. went to quarters; passed an English man-of-war standing to the northward and westward. Out fires.

May 4.—Latitude $7^{\circ} 38' N.$, longitude $28^{\circ} 27' W.$

May 5.—At 10 a. m. hove to and sent a boat on board an English bark; at 11 boat returned. Latitude $5^{\circ} 48' N.$, longitude $29^{\circ} 4' W.$

May 6.—Latitude $3^{\circ} 41' N.$, longitude $29^{\circ} 49' W.$

May 7.—Latitude $1^{\circ} 28' N.$, longitude $30^{\circ} 2' W.$

May 8.—Latitude $3^{\circ} 29' S.$, longitude $30^{\circ} 51' W.$ From 4 to 6 p. m. gave chase to a sail. Proved to be the French bark *Cancede*, of Bordeaux.

May 9.—Latitude $3^{\circ} 29' S.$, longitude $30^{\circ} 51' W.$ Passed the Hamburg schooner *Pallas*, standing to the northward, and exchanged colors with an English topsail schooner.

May 10.—Latitude $6^{\circ} 45' S.$, longitude $32^{\circ} 13' W.$

May 11.—Exchanged colors with a Norway bark. Latitude $10^{\circ} 27' S.$, longitude $33^{\circ} 19' W.$

May 12.—Exchanged colors with a Swedish bark. Latitude $12^{\circ} 44' S.$, longitude $36^{\circ} 32' W.$ At 10 p. m. light reported bearing per after compass N. W. by N. At 12 m. light about 3 miles distant.

May 13.—At 1:30 a. m. came to anchor off Bahia, Brazil. At 8 discovered a steamer of war inshore, which hoisted Confederate colors. Exchanged private signals with the C. S. S. *Alabama*. At 9:30 weighed anchor and shifted our berth inshore. At 7:30 p. m. sent the prisoners on shore.

May 14.—At anchor off Bahia, Brazil, coaling and taking in supplies until May 22.

May 15.—Sent 528 pounds of powder to the C. S. S. *Alabama*. Commenced coaling from the bark *Oastor*.

May 22.—At 2 p. m. a Brazilian sloop of war flying the broad pennant anchored near the town. At 5:30 p. m. hoisted in all boats and prepared for sea. At 8:30 started the engines. At 8:55 Bahia light bore E. by N., distant 2 miles.

May 23.—Latitude $13^{\circ} 42'$ S., longitude $38^{\circ} 10'$ W.

May 24.—Latitude $13^{\circ} 30'$ S., longitude $36^{\circ} 55'$ W.

May 25.—Latitude $12^{\circ} 30'$ S., longitude $35^{\circ} 56'$ W. At 1:50 started the engine, chasing a vessel. At 4:30 p. m. exchanged colors with a Dutch bark.

May 26.—Latitude $13^{\circ} 57'$ S., longitude $35^{\circ} 46'$ W.

May 27.—Latitude $16^{\circ} 48'$ S., longitude $35^{\circ} 43'$ W.

May 28.—Latitude $18^{\circ} 52'$ S., longitude $36^{\circ} 43'$ W. At 2:30 p. m. spoke the English ship *Georgiana*. From 4 to 6 p. m.: In chase of two vessels on starboard bow. At 10 boarded the English ship *Slieve Donard* [Donald?] from Liverpool, bound to Calcutta with a cargo of salt. At 11 boarded the English ship *Jessie Beazly*, from Liverpool, bound to Hongkong with machinery.

May 29.—Latitude $20^{\circ} 50'$ S., longitude $39^{\circ} 27'$ W.

May 30.—From 4 to 8 a. m.: Chasing a sail on lee bow. Spoke the English [ship?] *Excelsior*. At 11:50 went ahead again under steam and wore around on the other tack in chase of a sail to the westward. Exchanged colors with an English bark. Latitude $22^{\circ} 23'$ S., longitude $38^{\circ} 37'$ W.

May 31.—Latitude $23^{\circ} 46'$ S., longitude $38^{\circ} 45'$ W. At 10 p. m. proceeded in chase of a vessel, standing to the northward and eastward. At 11 p. m. fired a blank gun to bring the chase to; stopped, boarded the Norwegian brig *Marmium*, from Santos to Bahia.

June 1.—At 10 a. m. spoke the Lubec brig *Nautilus*. Latitude $22^{\circ} 10'$ S., longitude $39^{\circ} 40'$ W. Exchanged colors with an English bark. From 6 to 8 p. m. in chase of a sail.

June 2.—Latitude $22^{\circ} 51'$ S., longitude $40^{\circ} 14'$ W. At 2:30 p. m. started the engine in chase of a sail. Proved to be the English bark *Zelus*.

June 3.—At daylight got up steam and gave chase to a sail. At 7:40 a. m. chase hove to and showed French colors. From 8 to meridian: Stopped and sent a boat on board the French ship *Ohuquisao*, thirty-three days from Havre. Latitude $23^{\circ} 39'$ S., longitude $40^{\circ} 46'$ W.

June 4.—Latitude $24^{\circ} 48'$ S., longitude $40^{\circ} 50'$ W.

June 5.—Latitude $25^{\circ} 1'$ S., longitude $42^{\circ} 50'$ W. Chased and spoke during the day one English brigantine, from London for Buenos Ayres, Dutch brig *Autze*, from Hamburg to Buenos Ayres, fifty-six days out, and Swedish brigantine *Bernadotte*.

June 6.—Latitude $24^{\circ} 52'$ S., longitude $42^{\circ} 57'$ W. Gave chase to and boarded ship *Tribune*, of St. John, New Brunswick, from Rio de Janeiro. From 4 to 6 p. m.: In chase of a hermaphrodite brig.

June 7.—Latitude $23^{\circ} 59'$ S., longitude $41^{\circ} 52'$ W.

June 8.—At 7 a. m. started in chase. At 7:30 made Cape Frio. At 9:15 hoisted our colors and cast loose the guns. The chase hoisted United States colors. She proved to be the *George Griswold*, of New York, with a cargo of coal from Cardiff, bound to Rio de Janeiro. Captured her. Satisfactory evidence having been deduced to show that she had a cargo belonging to neutrals, released her on a ransom bond for \$100,000. Captured the ship *George Griswold*, of New York, in latitude $23^{\circ} 10' S.$, longitude $41^{\circ} 36' W.$, Cape Frio bearing N. W. by W., distant 19 miles. At 12:30 went in chase and at 3 spoke the English brig *Tentatio*, from Leghorn to Rio.

June 9.—Latitude $22^{\circ} 30' S.$, longitude $40^{\circ} 6' W.$ In chase of a sail; at 4 sail hoisted English colors. At 4:20 exchanged signals with the English bark *Dusty Miller*, of Liverpool.

June 10.—Latitude $22^{\circ} 16' S.$, longitude $30^{\circ} 8' [40^{\circ} 8' ?] W.$ At 1 p. m. in chase of a sail. Hoisted English colors; the chase also hoisted English colors. Proved to be the British brig *Kanagawa*, forty-six days from New York to Rio.

June 11.—Gave chase to a Brazilian schooner from Bahia to Rio Grande. Latitude $22^{\circ} 12' S.$, longitude $39^{\circ} 20' W.$

June 12.—Latitude $21^{\circ} 56' S.$, longitude $37^{\circ} 11' W.$

June 13.—Latitude $22^{\circ} 15' S.$, longitude $37^{\circ} 1' W.$ From meridian to 4 p. m.: Fired a blank cartridge, brought to the bark *Good Hope*, of Boston, United States, fifty-two days out, bound for Cape of Good Hope. Captured her. The prize was valued at \$20,000 and her cargo at \$45,000. Latitude $22^{\circ} 46' S.$, longitude $36^{\circ} 38' W.$ From 4 to 6 p. m. lying to near the prize, receiving provisions and stores from her. From 6 to 8 lying near the prize. Confined eight of the crew in single irons.

June 14.—At 11 a. m. set fire to prize and abandoned her. At 11:20 started in pursuit of a bark. Latitude $22^{\circ} 49' S.$, longitude $36^{\circ} 49' W.$ At 1:15 called all hands to bury the dead. The burial service was read over the remains of Captain Gordon, of the prize bark *Good Hope*, and his body committed to the deep. At 4:25 p. m. captured the bark *S. W. Leaver [J. W. Seaver]*, from Boston for the Amoor River, loaded with machinery for the Russian Government, valued at \$3,000, and other articles belonging to the enemy. Was permitted to proceed on voyage on release bond of \$30,000. Paroled prisoners captured on bark *Good Hope* and sent them on board the *S. W. Leaver [J. W. Seaver]*.

June 15.—Latitude $22^{\circ} 47' S.$, longitude $36^{\circ} W.$ At 2:25 p. m. spoke a French brig from Bordeaux to Buenos Ayres.

June 16.—Latitude $22^{\circ} 14' S.$, longitude $34^{\circ} 20' W.$

June 17.—Latitude $21^{\circ} 24' S.$, longitude $31^{\circ} 52' W.$

June 18.—At daylight made land one point on starboard bow. At 2:30 steamed in near Trinidad Island and anchored.

June 19-24.—At anchor at the island of Trinidad.

June 25.—At 9:45 a. m. got underway and steamed in chase; fired a blank cartridge and two shot. At 10:40 boarded and captured ship *Constitution*, of New York, from Philadelphia forty-eight days, bound to Shanghai with a cargo of coal. Ordered her to run in and anchor off the monument, Trinidad. At 4:15 anchored near the former anchorage. At 5:30 sent First Lieutenant Evans and prize crew of eight men on board the prize.

June 26.—At 8:30 a. m. in chase of a Dutch bark. She proved to be the *Catherina Maria*, forty days from Rotterdam, bound to Batavia. Steamed back to our anchorage; coaling from prize.

June 27.—Hoisted our colors at half-mast on hearing of the death of Major-General T. J. Jackson, O. S. Army.

June 28.—At 8:30 a. m. started in chase of a sail standing to southward and westward. At 9:40, monument (Trinidad) bearing N. W. per compass, distant about 10 miles, boarded and captured ship *City of Bath*, of Maine, United States. Ordered her to stand in for the monument. At 3:30 p. m. brought crew of prize on board. At 5:30 transferred crew of *Constitution* to the *City of Bath*; released *City of Bath* on bond for \$40,000.

June 29.—At 4:30 p. m. started in chase of a bark. Exchanged colors and was saluted by the bark *Eclectic*, of Liverpool. Stood back to anchorage.

List of men shipped from Constitution.

John Peterson, seaman.
Francis Gray, seaman.
Thomas Robinson, seaman.

James Dunovan, seaman.
Joseph Brown, seaman.
John Schmid, seaman.

June 30.—8 to meridian, employed taking provisions from *Constitution* to *City of Bath*. Coaling ship from prize *Constitution* until July 7.

July 8.—At 10:30 hoisted in boats and got ready for sea. At 1:40 p. m. weighed anchor, exercised crew at quarters, firing shot and shell at prize *Constitution*. Set fire to prize and cast her adrift. Value of ship, \$30,000; cargo, \$10,270.

July 9.—Latitude 21° 32' S., longitude 29° 38' W.

July 10.—Latitude 22° 10' S., longitude 29° 47' W. Chased and spoke the British bark *Christobel*.

July 11.—At [12]:40 a. m. spoke the bark *Diamond*, forty-nine days from Glasgow, bound to the Cape of Good Hope. Latitude 23° 4' S., longitude 29° 57' W. At 3:10 p. m. overhauled and spoke the British [ship?] *Kent*, of London, from Melbourne, bound to London.

July 12.—Latitude 23° 36' S., longitude 29° 53' W.

July 13.—Latitude 24° 8' S., longitude 29° 27' W. At 4:50 p. m. spoke the English ship *Factory Girl*, from Valparaiso for Queenstown.

July 14.—Latitude 24° 18' S., longitude 29° 33' W.

July 15.—Latitude 24° 26' S., longitude 29° 40' W.

July 16.—From 8 to meridian: Spoke the Norwegian brig *Capricorn*. At 11:55 boarded and captured the ship *Prince of Wales*, of Bath, Me., United States. Released prize on bond for \$40,000. Latitude 24° 14' S., longitude 28° 1' W.

July 17.—Latitude 24° 10' S., longitude 26° 6' W.

July 18.—Latitude 24° 2' S., longitude 26° 9' W.

July 19.—Latitude 24° 14' S., longitude 26° 20' W.

July 20.—Latitude 25° 17' S., longitude 26° 2' W.

July 21.—Latitude 26° 22' S., longitude 26° 5' W.

July 22.—Latitude 27° 17' S., longitude 26° 7' W.

July 23.—Latitude 27° 57' S., longitude 26° 12' W.

July 24.—Latitude 28° 33' S., longitude 26° 17' W.

July 25.—Latitude 29° 17' S., longitude 25° 12' W. From meridian to 4 p. m: Boarded the Austrian bark *Trieste*, forty-nine days from Trieste; no news.

July 26.—At 10:30 a. m. boarded the bark *Barricks*, of London, from Newcastle, sixty days out, and bound to the Isle of France. Latitude 29° 41' S., longitude 23° 34' W.

July 27.—Latitude 30° 50' S., longitude 21° 46' W.

July 28.—Latitude 31° 48' S., longitude 19° 54' W. At 5:35 fired two blank cartridges to bring to the chase. At 5:50 boarded the Hamburg barkentine *Olipper*, forty-eight days from Hamburg, bound to Hongkong.

- July 29.*—Latitude $32^{\circ} 40'$ S., longitude $18^{\circ} 18'$ W.
July 30.—Latitude $33^{\circ} 22'$ S., longitude $15^{\circ} 45'$ W.
July 31.—Latitude $33^{\circ} 35'$ S., longitude $14^{\circ} 22'$ W.
August 1.—Latitude $33^{\circ} 27'$ S., longitude $12^{\circ} 38'$ W.
August 2.—Latitude $33^{\circ} 39'$ S., longitude $11^{\circ} 37'$ W.
August 3.—Latitude $33^{\circ} 58'$ S., longitude $9^{\circ} 16'$ W.
August 4.—Latitude $34^{\circ} 19'$ S., longitude $6^{\circ} 27'$ W.
August 5.—Latitude $34^{\circ} 21'$ S., longitude $3^{\circ} 47'$ W.
August 6.—Latitude $34^{\circ} 21'$ S., longitude $31'$ W.
August 7.—Latitude $34^{\circ} 5'$ S., longitude $1^{\circ} 47'$ E.
August 8.—Latitude $34^{\circ} 5'$ S., longitude $4^{\circ} 36'$ E.
August 9.—Latitude $34^{\circ} 46'$ S., longitude $7^{\circ} 7'$ E.
August 10.—Latitude $34^{\circ} 35'$ S., longitude $9^{\circ} 40'$ E.
August 11.—Latitude $34^{\circ} 19'$ S., longitude $11^{\circ} 14'$ E.
August 12.—Latitude $33^{\circ} 45'$ S., longitude $14^{\circ} 58'$ E.
August 13.—Latitude $33^{\circ} 45'$ S., longitude $17^{\circ} 50'$ E. At 3:40 p. m. stopped and boarded the English bark *Chieftain*.
August 14.—At 11 spoke an English brig. Latitude $34^{\circ} 37'$ S., longitude $18^{\circ} 19'$ E. From meridian to 4 p. m.: Chased the English ship *Rhea Silvia*, British bark *Corea*, and Hamburg bark *Said-Mad-Schid*.
August 15.—Latitude $34^{\circ} 18'$ S., longitude $18^{\circ} 4'$ E. At 12:15 p. m. gave chase; at 1:15 spoke a ship from Colombo, and started in chase of another. At 2:30 made land bearing per compass E. N. E. At 4 Table Mountain bore E. The chase proved to be the Hamburg bark *Said-Mad-Schid*. Went in chase of another sail. Proved to be the British ship *Flying Spur*.
August 16.—At 6:30 a. m. made the Cape of Good Hope ahead. At 11:15 a. m. moored ship in Simon's Bay.
August 17-25.—Coaling, repairing, and provisioning in Simon's Bay.
August 26.—At anchor, Simon's Bay. Second Assistant Engineer Robert Smith resigned from the U. S. Navy.
August 28.—U. S. *Himalaya* came to anchor in the harbor.
August 29.—From 6 to 8 p. m.: Steam up, weighed anchor, and proceeded out of the harbor. Passed Midshipman Walker received promotion to acting master from the captain.
August 30.—At 4 a. m. cape light bore per compass N. by W., distant about 20 miles. At 9 went in chase of a sail. At 10:15 exchanged colors with English ship *Euphrates*. At 12:5 p. m. exchanged colors with the English ship *Manchester*, and at 1 with the English ship *Challenger*. At 3 p. m. light [bore] E. N. E. From 8 to midnight boarded and captured ship *John Watts*, from Maulmain for Falmouth.
August 31.—The ship *John Watts* was captured in latitude $34^{\circ} 3'$ S., longitude $18^{\circ} 6'$ E. At 3:10 a. m. bonded the ship *John Watts* for \$30,000.
September 1.—[Latitude and longitude not noted.]
September 2.—Latitude $30^{\circ} 9'$ S., longitude $14^{\circ} 29'$ E.
September 3.—Latitude $28^{\circ} 51'$ S., longitude $12^{\circ} 41'$ E.
September 4.—Latitude $27^{\circ} 16'$ S., longitude $10^{\circ} 19'$ E.
September 5.—Latitude $25^{\circ} 50'$ S., longitude $9^{\circ} 4'$ E.
September 6.—Latitude $24^{\circ} 20'$ S., longitude $7^{\circ} 40'$ E.
September 7.—Latitude $22^{\circ} 28'$ S., longitude $6^{\circ} 1'$ E.
September 8.—[Latitude and longitude not noted.]
September 9.—Latitude $19^{\circ} 20'$ S., longitude $4^{\circ} 11'$ E.
September 10.—Latitude $17^{\circ} 51'$ S., longitude $5^{\circ} 18'$ E.
September 11.—Latitude $15^{\circ} 51'$ S., longitude $48'$ E [sic].
September 12.—Latitude $14^{\circ} 51'$ S., longitude $4'$ W.

- September 13.*—Latitude $13^{\circ} 21'$ S., longitude $1^{\circ} 7'$ W.
September 14.—Latitude $12^{\circ} 8'$ S., longitude $2^{\circ} 2'$ W.
September 15.—Latitude $9^{\circ} 49'$ S., longitude $3^{\circ} 30'$ W.
September 16.—Latitude $9^{\circ} 56'$ S., longitude $3^{\circ} 50'$ W.
September 17.—Latitude $9^{\circ} 1'$ S., longitude $4^{\circ} 40'$ W.
September 18.—Latitude $8^{\circ} 12'$ S., longitude $5^{\circ} 26'$ W.
September 19.—Latitude $7^{\circ} 26'$ S., longitude $6^{\circ} 8'$ W.
September 20.—Latitude $6^{\circ} 11'$ S., longitude $6^{\circ} 39'$ W.
September 21.—Latitude $5^{\circ} 34'$ S., longitude $7^{\circ} 23'$ W.
September 22.—Latitude $4^{\circ} 42'$ S., longitude $6^{\circ} 37'$ W.
September 23.—Latitude $3^{\circ} 54'$ S., longitude $9^{\circ} 6'$ W.
September 24.—Latitude $3^{\circ} 6'$ S., longitude $9^{\circ} 58'$ W.
September 25.—Latitude $2^{\circ} 14'$ S., longitude $10^{\circ} 51'$ W.
September 26.—Latitude $45'$ S., longitude $11^{\circ} 52'$ W.
September 27.—Latitude $45'$ S., longitude $11^{\circ} 52'$ W.
September 28.—Latitude $19'$ N., longitude $12^{\circ} 12'$ W.
September 29.—Latitude $45'$ S. [N. ?], longitude $11^{\circ} 52'$ W.
September 30.—Latitude $2^{\circ} 7'$ N., longitude $12^{\circ} 56'$ W.
October 1.—Latitude $3^{\circ} 15'$ N., longitude $13^{\circ} 30'$ W.
October 2.—Latitude $4^{\circ} 21'$ N., longitude $14^{\circ} 34'$ W.
October 3.—Latitude $5^{\circ} 20'$ N., longitude $14^{\circ} 50'$ W.
October 4.—Latitude $7^{\circ} 12'$ N., longitude $15^{\circ} 30'$ W. At 12:45 p. m. stopped the engine and sent a boat on board the schooner *Ben McCree*, of and from Liverpool. At 1:05 hoisted up the boat and started in chase of another sail. At 4:15 exchanged colors with an English schooner.
October 5.—Latitude $9^{\circ} 32'$ N., longitude $16^{\circ} 40'$ W.
October 6.—Latitude $12^{\circ} 2'$ N., longitude $17^{\circ} 46'$ W.
October 7.—Latitude $14^{\circ} 5'$ N., longitude $18^{\circ} 14'$ W.
October 8.—Latitude $16^{\circ} 29'$ N., longitude $18^{\circ} 26'$ W.
October 9.—Latitude $18^{\circ} 30'$ N., longitude $19^{\circ} 13'$ W. At 1:50 p. m. exchanged colors with a Spanish brig. Boarded and captured the ship *Bold Hunter*, of Boston, from [Dundee] for [Calcutta]. From 4 to 6 p. m.: Hove to to leeward of the prize, taking the crew and their clothes on board. At 5:45 a boat with part of the crew came on board and were put in irons.
October 10.—Employed receiving provisions from the prize. Collision with the prize. One boat davit and part of the poop rail [damaged]. Latitude $18^{\circ} 57'$ N., longitude $19^{\circ} 40'$ W. At 12:50 p. m. set fire to the prize.
October 11.—Latitude $21^{\circ} 11'$ N., longitude $19^{\circ} 47'$ W.
October 12.—Latitude $23^{\circ} 39'$ N., longitude 19° W.
October 13.—At 10 a. m. spoke the French brig *L'Étoile*, from Marseilles eighteen days, bound to Mozambique. Latitude $25^{\circ} 18'$ N., longitude $18^{\circ} 1'$ W. At 2:30 spoke the Montevideo bark *Forenzo*. At 4:20 p. m. gave chase to two sails. At 5 steamed ahead full speed in chase of a schooner under Spanish colors. At 5:40 fired a gun and brought her to. At 5:50 sent a boat to the schooner with first lieutenant.
October 14.—At 7:45 a. m. made Teneriffe, the peak bearing N. E. by E. Latitude $27^{\circ} 29'$ N., longitude $16^{\circ} 50'$ W.
October 15.—At 7:45 a. m. came to anchor in the harbor of Santa Cruz, Teneriffe.
October 17.—Landed prisoners.
October 18.—At 10:15 a. m. weighed anchor and proceeded under steam.

October 19.—Latitude $31^{\circ} 7'$ N., longitude $14^{\circ} 55'$ W.

October 20.—At 6:50 a. m. spoke the ship *Rattler*, three days from Gibraltar, bound to Sumatra. At 10:40 a sail reported; proved to be the *Patrie*, from Cadiz to Buenos Ayres, fourteen days. Latitude $33^{\circ} 43'$ N., longitude $13^{\circ} 44'$ W. At 12:45 p. m. stopped, sent two boats alongside the *Patrie*, which were indignantly refused admittance on board. At 1:15 fired one blank and two shotted guns across her bow and brought her to; sent a boat on board; at 2 went on. At 9:15 p. m. went in chase of a vessel on starboard quarter; fired a gun to bring her to. Boarded the Austrian brig *Tojala* [*Toala?*], from Gibraltar to New York, four days. At 11:20 p. m. went on.

October 21.—Latitude $36^{\circ} 18'$ N., longitude $13^{\circ} 17'$ W. At 12:45 p. m. boarded the bark *Estrella*, four days from Lisbon, bound to Rio de Janeiro.

October 22.—Latitude $39^{\circ} 7'$ N., longitude $12^{\circ} 50'$ W.

October 23.—At 7:40 a. m. boarded a Spanish brig. Spoke Danish brig *Dorothea* and ship *Ascencion*, from Cadiz, and an Austrian bark. Latitude $41^{\circ} 27'$ N., longitude $11^{\circ} 41'$ W. Continually chasing and boarding vessels. Spoke the bark *Peroy*, of New Castle, for Cadiz, and sent a surgeon on board at the captain's request. At 3:30 spoke and boarded the schooner *Ellen Wyley*, from New Castle. At 4:20 stopped and boarded a Russian bark and an English schooner. At 6:15 boarded an English brig from Cardiff, bound to Palermo. At 11:30 p. m. spoke a brig thirty-four days from London.

October 24.—From 4 to 8 a. m.: Exchanged colors with a Spanish, an English, and a Hanoverian vessel. At 8:15 a. m. passed English bark *Cuba*. Exchanged colors with brigantine *Crystal*, of Poole. Exchanged colors with a Spanish brig. Latitude $43^{\circ} 13'$ N., longitude $10^{\circ} 47'$ W. At 12 chasing a vessel ahead. At 4 p. m. spoke the brig *Nevey Gillespie*, of Blyth. At 5:15 spoke the schooner *Diligente*, of Cherbourg, from Danzig to Algiers; supplied her with seven bags of bread and one of beef.

October 25.—From 4 to 8 a. m.: Boarded the bark *Garonne*, of Bordeaux. Latitude $45^{\circ} 29'$, longitude 9° . At 12:45 p. m. exchanged colors with an Austrian bark. At 1:30 boarded the steamer *Braganza*. At 2:45 exchanged colors with the English bark *Cuba*. At 4 exchanged colors with schooner *Emile*, from Bayonne. At 6:30 spoke the *Mary Ann*. At 7 spoke an English schooner.

October 26.—At 7:50 started in chase of a vessel to the eastward. Exchanged colors with a Dutch schooner. Latitude $47^{\circ} 38'$ N., longitude $6^{\circ} 40'$ W. At 7 boarded the Norwegian brig *Medea*, from Lorient.

October 27.—Latitude $49^{\circ} 32'$ N., longitude $3^{\circ} 19'$ W. At 5:20 p. m. made the Caskett light, bearing E. S. E.; at 7:30 Cape Hague light, bearing S. S. W., distant about 15 miles.

October 28.—At 2:15 came to anchor in Cherbourg Harbor.

October 31.—Acting Boatswain J. D. Maltman, Acting Gunner Naylor, and Acting Third Assistant Engineer Hannah have this day resigned from the naval service of the Confederate States of America.

November 7.—At 8 a. m. hoisted the new national ensign adopted by the Congress of the Confederate States of America.

January 18, 1864.—Still lying in the harbor of Cherbourg.

Correspondence respecting the proposed cruise of C. S. S. Rappahannock.

Instructions from Flag-Officer Barron, U. S. Navy, to Lieutenant Campbell, U. S. Navy, commanding C. S. S. Rappahannock, regarding the proposed operations of that vessel.

PARIS, *January 28, 1864.*

SIR: When the *Rappahannock* is ready for sea, you will sail directly for the place of rendezvous agreed upon by the commander of the *Georgia* and yourself; and after receiving on board the armament, munitions, etc., you will proceed to cruise against the enemy's commerce.

It is not deemed advisable to too rigidly prescribe your cruising ground, but you are recommended to cover a large field of action, in the beginning to sight the Western Islands, looking after whalers that may be there, thence making for the equator, crossing it between longitude 20° and 29°, with the hope of intercepting vessels on their homeward passage from the East Indies and California. About the month of April it would be advisable, if circumstances permit, for you to make a dash at the enemy's commerce on the New England coast, taking care not to be caught too close inshore with a short allowance of fuel.

Your position is an important one, not only with reference to the immediate results to the enemy's property, but from the fact that neutral rights may frequently arise under it; reliance, however, is placed in your judgment and discretion for meeting and promptly disposing of such questions.

Since the sailing of the *Sumter* on her very successful cruise, Federal owners of ships and cargoes have adopted the practice of placing them under British protection, and this may at times cause you embarrassment. The strictest regard for the rights of neutrals can not be too sedulously observed, nor should any opportunity be lost in cultivating friendly relations with their naval and merchant services and of placing the character of the contest in which we are engaged in its proper light.

You will not hesitate to assume responsibility whenever the interests of your country demand it, and should your judgment ever hesitate in seeking the solution of any difficulty, it may be aided by the reflection that you are to do the enemy's property the greatest injury in the shortest time.

Authority is vested in you to make acting appointments to fill any vacancies that may occur.

You will communicate with your Government as frequently as possible, through any safe channel that may offer, always taking care to use the cipher agreed upon in any word that might betray what you desire to conceal.

The maintenance of strict naval discipline will be essential to your success, and you will enjoin this upon your officers and enforce its rigid observance, always tempering justice with humane and kind treatment.

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

S. BARRON,
Flag-Officer.

Lieutenant Commanding W. P. A. CAMPBELL,
C. S. S. Rappahannock, Calais, France.

Report of Lieutenant Fauntleroy, U. S. Navy, commanding U. S. S. Rappahannock, regarding the requirements and defects of that vessel.

U. S. S. RAPPAHANNOCK,
Calais, March 22, 1864.

SIR: Lieutenant Grimball has delivered his papers, and I have communicated briefly with Bulloch through him in regard to them. It is altogether advisable that Bulloch should come here, as I can't get to him, and I have so advised him to do. I think it especially fortunate that we are to be indulged with further detention, for really there is so little done, with so much to do before the ship ought to go anywhere, that we are decidedly favored by the course adopted—that is, if they intend us to go at all.

The ship needs calking, with much reparation in various ways. It appears that this work was going on, but was discontinued from some cause unexplained. I have recommended and shall push matters with all diligence as far as the time will allow. You may rest assured that when the order comes for me to go I shall go, for, though the crew may all leave, I shall yet have officers sufficient left to work the vessel out of this at any rate. There are too many officers and idlers in the ship. Sinclair's acting boatswain is partially deranged, and I shall have to leave him at all events, and you must not be surprised if, when I meet with the guns and additional men, I should send back some others, which I should do merely to make more room and the vessel more comfortable and efficient.

There is no longer any secret, to my mind, for the English in disposing of the vessel. It is fully explained by the vast amount of space occupied by her machinery, to the detriment of her storage, both for provisions, coals, and crew. The magazine is almost the largest apartment in the ship, and there is very little space for either crew or provisions—for the latter absolutely next to no space at all. Everything is filled up with bread and stores, with a large amount of wet provisions on deck, so that when the guns and ordnance stores come there will be nothing left for it but to put much of what we have ashore or into the sea.

The ship has only one patched suit of sails bent, with no spare spars or sails, or any place for the latter if she had them. From further observation I am convinced that the daily grounding of the vessel by the ebbing of all the water from the basin will prove detrimental, if indeed the ship is not hogged completely thereby.

The interior arrangements of the ship are altogether experimental, and it is quite obvious why she was deemed to be a failure as a cruiser. At furthest she could only carry four days' coal for full steaming, and not more than from twenty-five to thirty days' provisions.

I state these facts for a correct understanding of her capacity, for I am satisfied that if a board of officers were ordered now to report or had looked into the vessel earlier she would never have been on our hands to-day.

Her sailing capacity must be small, as her masts are very low and no great spread to the sails.

Notwithstanding all this, I beg you to understand that I am both anxious and ambitious to do my utmost in getting the ship out, though my highest purpose is to serve the cause first and myself and ambition last of all. I beg to repeat that a cruising fund is quite as necessary as any and all else needed beside. With money she may do something in time, but I do not wish to place myself in a perfectly helpless case by sailing hence without it.

I will arrange with Bulloch as to rendezvous, etc. In the meantime I beg to say that if the coals are to be replaced aboard it can not be done on one high tide, and I can not be responsible for the consequences which may ensue with so much additional weight on deck when grounding.

Would it not be advisable to apply to go to Oherbourg, or at any rate to make a point in regard to the situation of the vessel by the action of the authorities here?

I am, very respectfully,

CH. M. FAUTLEROY,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer SAMUEL BARRON, C. S. Navy,
Paris.

Letter from Lieutenant Fautleroy, C. S. Navy, commanding C. S. S. Rappahannock, to Flag-Officer Barron, C. S. Navy, regarding requisitions for stores for that vessel.

C. S. S. RAPPAHANNOCK,
Calais, March 26, 1864.

SIR: I send the enclosed requisitions of the paymaster for articles which will be essential for the use of this ship's company, made upon Commanders North and Sinclair, with the knowledge that one or the other of them has already purchased said stores and would be willing to turn them over upon requisition. I have received a letter from Bulloch stating the impossibility of his coming here, and asking me to meet him in Paris on Sunday; but this is out of the question, as matters now stand. I must remain where I am to meet arrangements made for engineers that are to be here on Sunday or Monday. This is all important, for if we do not get some others it will be quite impossible to take the ship away at all. One hour's conversation with Bulloch on the spot would suffice, and do more toward accomplishing the ends in view than a dozen letters. It is a pity he will not come here before going to Paris.

Very respectfully, etc.,

CHAS. M. FAUTLEROY,
Lieutenant, Commanding.

[Flag-Officer S. BARRON, C. S. Navy.]

Letter from Lieutenant Fautleroy, C. S. Navy, commanding the C. S. S. Rappahannock.

[C. S. S.] RAPPAHANNOCK,
Calais, March 27, 1864.

MY DEAR SIR: The enclosed is a copy of a letter* which I have felt constrained to write from the character of the offense and the systematic way in which all the operations of the vessel are interfered with by the openly avowed agents of the Yankees here. I would be glad to have them returned, unless you should conclude it necessary for me to come to Paris to-morrow, in which case I shall look for a telegram to that effect, in order that I may be able to take the midday express train down.

* Not found.

I am in treaty for engineers, etc., and it is absolutely necessary, for some other reasons, why I should remain here to-day. I am truly glad that the *Georgia* has arrived. If this Government is not decidedly hostile we can have some time to arrange for a meeting.

With regard to my sending the officers ashore to make arrests, I have only to say that the police had authorized it before I arrived, and they have since sent their force to point out men absent, but have [refused] and still refuse to lend any further assistance in such cases.

Very respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Commodore S. BARRON,
30 Rue Drouot.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock.

C. S. S. RAPPAHANNOCK,
Calais, March 27, 1864 (?).]

DEAR SIR: The official letter is written with the view of its being read to the minister of marine. I think that no fear need be apprehended on the score of its hastening our departure; on the contrary, after viewing the case maturely, I believe it to be eminently judicious to lay the letter before the authorities without any delay.

The two passed midshipmen having been promoted, it is not possible to keep them both in the wardroom, so that I request permission to detach Mr. Telfair, the junior master, at once.

I see by the list of articles which the *Georgia* had on board at the date of her sailing last that most of the things which we should require are there to be had.

I must have a personal interview with Evans to fix the rendezvous.

I am receiving and losing men daily. The Yankee emissaries have done their work pretty effectually, but, upon the whole, if I have a little more time allowed, I shall beat them. It appears to be understood here that the most open of the party have been ordered to leave and have done so.

I have not exaggerated my fears with regard to the vessel; she is stretching out and opening most decidedly.

Very truly,

CHS. M. FAUNTLEROY.

Commodore BARRON.

Johnson's Island expedition.

Letter from Lieutenant Minor, C. S. Navy, to Admiral Buchanan, C. S. Navy, giving detailed account of the expedition for the relief of Confederate prisoners on Johnson's Island, Lake Erie, in the fall of 1863.

NAVAL ORDNANCE WORKS,
Richmond, Va., February 2, 1864.

MY DEAR SIR: Enclosed I send you the express company's receipt for a package of cloth, forwarded several days since to your address at Mobile. Before leaving the Confederacy in October last I wrote to say good-bye, and with the hope that before my return you would have heard of our success abroad, but the fortunes of war were against us, and all

the consolation we have is the consciousness that we did our best, and that our efforts have been appreciated. You will pardon the prosy story I am about to tell you of our expedition, but as it were one designed to do much good to our poor fellows at the North, and through their release to be of great benefit to our country, I have thought that it would be interesting to you to know something of its details.

Early in February of last year Lieutenant William H. Murdaugh, of the Navy, conceived the plan of a raid on the Northern Lakes, based on the capture by surprise of the U. S. S. *Michigan*, the only man-of-war on those waters, and on mentioning his views to Lieutenant Robert R. Carter and myself, I need not tell you how cordially we entered into them, and endeavored by every means in our power to carry them into execution; but it was only after repeated efforts that the Government was induced to take any active part in promoting the expedition, though Mr. Mallory, the Secretary of the Navy, was in favor of it from the inception of the plan, but money, or rather the want of it, seemed to be the cause of delay, which, however, being eventually provided to the amount of \$25,000, we, together with Lieutenant Walter R. Butt, one of our wardroom mess on board the old *Merrimack*, were at last ordered to hold ourselves in readiness to proceed on the duty assigned us, when suddenly the order was changed, it having been decided in Cabinet council that our operations on the lakes might embarrass our relations with England, and thus prevent the completion of the ironclad and other vessels building for us in the private shipyards of that country. So the plan was foiled at the last moment, and, as we learned, by order of his Excellency President Davis, who was apprehensive on the score of foreign complications. With the expedition thus broken up, Murdaugh, disheartened, sought other duty, and he, Carter, and Butt were ordered abroad, leaving me here on my regular ordnance duty, as the only representative of a scheme whose prospects were so inviting and so brilliant. Late in the spring, I believe it was, that our enemies made Johnson's Island, in the Bay of Sandusky, Ohio, a depot for our officers, their prisoners, and after the surrender of the Post of Arkansas, Vicksburg, and Port Hudson, some 1,500 or 2,000 were imprisoned there, whom it became an object to release, as the balance was, and still is, strongly against us. With this view I found myself one day in August last closeted with Mr. Seddon, Secretary of War, and Mr. Mallory, who asked me to give my views on the contents of a letter, a part of which Mr. Seddon read to me, containing a proposition for the release of our poor fellows.

As a cruise on the lakes in the *Michigan* and the destruction of the enemy's very valuable commerce has been my study for months past, I assented at once to the plan, and remarked that "I need not inform you, gentlemen, how much pleasure it would give me to be engaged upon such duty." Well, sir, nearly a month of precious time passed away without my hearing another word on the subject, when one day I was sent for by Mr. Mallory, who told me to organize the expedition, select the officers, make all the necessary preparations, and then concluded by offering me the command of it, which, however, I waived in favor of my friend John Wilkinson (who was in a manner somewhat committed to the plan by the letter which I have mentioned as being shown to me by Mr. Seddon, the Secretary of War), with this proviso, however, that on our arrival in Canada, in the event of adopting two lines of operations, I was to have one of them as my command.

As soon as it was definitely settled that the expedition was to go (for the President said it was better to fail than not to make the attempt, as it had been vaguely talked of in Montreal), our preparations were

made. Thirty-five thousand dollars in gold, or its equivalent, was placed at our disposal by the Navy Department, and a cargo of cotton which was subsequently sold at Halifax for \$76,000 (gold) by the War Department—in all, some \$111,000 in gold, as the sinews of the expedition. The officers selected were John Wilkinson, lieutenant commanding, myself, Lieutenant B. P. Loyall, Lieutenant A. G. Hudgins, Lieutenant G. W. Gift, Lieutenant J. M. Gardner, Lieutenant B. P. [F. M.] Roby, Lieutenant M. P. Goodwyn, Lieutenant Otey Bradford, Acting Master W. B. Ball (colonel of Fifteenth Virginia Cavalry), Acting Master William Finney; Acting Master [H.] W. Perrin; Lieutenant Patrick McCarrick, Acting Master Henry Wilkinson, Chief Engineer [J.] Charles Schroeder, First Assistant Engineer H. X. Wright, Second Assistant Engineer Tucker, Assistant Paymaster [P. M.] DeLeon, Assistant Surgeon [William] Sheppardson, Gunners Gormley and Waters, John Tabb, and a man named Leggett, who subsequently left us at Halifax. Of course our plan was kept secret, only Wilkinson, Loyall, and myself knowing its objects, and we did not attempt to contradict the report that we were going to England, where many of the officers and our friends on shore supposed we were bound.

The party consisted of twenty-two all told, and on the 7th of October we left Smithville, N. C., on the Cape Fear River, in the blockade steamer *R. E. Lee*, with Wilkinson in command, and after successfully running the gantlet of the blockading squadron of river vessels (not, however, without getting a shell in our starboard bulwarks, which exploded on board, set the cotton on fire, wounded three men, and broke a small hoisting engine into smithereens), we arrived at Halifax, Nova Scotia, where our arrival was at once telegraphed all over the country as being en route for England. Dividing the party, we left Halifax as soon as possible, taking two routes for Canada, one via St. John, New Brunswick, and thence up through the province via Fredericton and Grand Falls to Rivière du Loup, on the St. Lawrence, to Quebec and Montreal, and the other via Pictou, through the Northumberland Strait to Bay of Chaleurs, via Gaspé, up the St. Lawrence to Quebec, and thence by railroad to Montreal, where we all met under assumed names about the 21st of October.

As it was of vital importance that the utmost secrecy should be observed, the officers were directed to take lodgings in quiet private boarding houses, to avoid the hotels, not to recognize each other on the street, and not to be absent from their rooms for more than half an hour at a time. Finding Marshal Kane and some of our friends in Montreal, we set to work to prepare and perfect our arrangements, the first object of the plan being to communicate with the prisoners on Johnson's Island, informing them that an attempt would be made to release them. This was effected through a lady from Baltimore, a Mrs. P. O. Martin, then residing with her husband and family in Montreal, and whose husband did all in his power to aid us in every way. She brought a letter from Baltimore, which General [J. J.] Archer (who, with Major-General [I. R.] Trimble, was a prisoner at Johnson's Island) had sent there to Beverly Saunders, esq., telling us to communicate with him through the personal columns of the *New York Herald*, which Wilkinson very promptly did, telling A. J. L. W. that his solicitude was fully appreciated, and that a few nights after the 4th of November a carriage would be at the door, when all seeming obstacles would be removed, and to be ready. The obstacles alluded to were the U. S. S. *Michigan* and the prison guard. Our original plan was to go on board one of the lake steamers at Windsor, opposite Detroit, as passengers, and when fairly out on the lake to

play the old St. Nicholas game, and by rising on the officers and crew take possession and run her to Johnson's Island, trusting to the prisoners to overpower the guard, while we would be ready to receive them on board for transportation to the Canada shore; but finding that the steamers seldom and at irregular intervals stopped at Windsor, or at any point on the Canada side, we changed the plan at the suggestion of a Canadian named McCuaig, who was introduced to Kane by Mr. Hale, of Tennessee, as a good and reliable Southern sympathizer, engaged in running the blockade, and occupying a high commercial position in Canada. He entered into our views with enthusiasm, and we believe that up to the last moment he was heart and soul with us; but more of him directly. A reliable man was sent to Sandusky to ascertain the strength of the garrison, position of the guns, etc., and on his return we were delighted to hear that the U. S. S. *Michigan*, under Jack Carter, was lying at anchor about 200 yards from the island, with her guns (having six reported as mounted) bearing upon the prison; that there were but 400 troops on the island, and no artillery save two small howitzers, one of which was upon a ferryboat plying between the island and the city. Two small 9-pounders were quietly purchased; Colt furnished us with 100 navy revolvers, with an ample supply of pistol ammunition, of course through several indirect channels. Dumb-bells were substituted for cannon balls, as it would have excited suspicion to have asked for such an article in Montreal; powder, bullets, slugs, butcher knives in lieu of cutlasses, and grapnels were obtained, and all preparations made to arm the escaped Confederate officers and soldiers, who, to the number of 180, we were promised could be induced to act with us in any way to benefit our cause; but when the time came for them to come forward only 32 volunteered, and with our party thus augmented to 54 we determined to make the attempt on the *Michigan* on the following plan: From Ogdensburg, in New York, there is a line of screw steamers plying to Chicago in the grain and provision trade, and as they return nearly empty to Chicago, and sometimes carry the Adams Express Company's safe, we decided to take deck passage on board one of them as mechanics and laborers bound to Chicago to work on the city waterworks there, and with this view one of our clever privates, named Connelly, was sent over to Ogdensburg, who paid the passage money for 25 of us in advance, to be taken on board at some point on the Welland Canal, and while doing so he made an agreement to take as many more laborers as he could obtain, their passage being fixed at the same price, to which the New Yorker consented, and gave him the ticket to show to the captain of the boat. We were then to assemble at St. Catharines, on the canal, go on board the steamer (one of our men, apparently entirely unconnected with us, having charge of the guns, powder, pistols, etc., boxed up in casks, boxes, etc., and marked "Machinery, Chicago," going on board the same steamer with us), and when fairly out in Lake Erie, and well clear of British jurisdiction, we were to rise on the officers and crew, overpower them, seize the steamer, mount our two 9-pounders, arm the men, secure the prisoners, and push on for Sandusky, timing our arrival so as to reach the *Michigan* about daylight, collide with her, as if by accident, board and carry her by the cutlass and pistol, and then with her guns, loaded with grape and canister, trained on the prison headquarters, send a boat on shore to demand an unconditional surrender of the island, with its prisoners, garrison, material of war, etc., upon penalty of being fired into and the prisoners being released without restraint upon

their actions. Major [W. S.] Pierson, the commanding officer, is said to be a humane man, and seeing the disadvantage at which we would have him, with the prisoners by this time clamorous for their release, he would have been compelled to surrender, and with the half dozen steamers at the wharf in Sandusky we could have speedily landed the whole 2,000 prisoners on the Canada shore, distant only some 40 miles; and then with the *Michigan* under our command, and she the only man-of-war on the lakes, with a crew composed of our 54 and some 50 others of such men as the Berkleys, Randolphins, Paynes, and others among the prisoners, we would have had the lake shore from Sandusky to Buffalo at our mercy, with all the vast commerce of Lake Erie as our just and lawful prey. So confident were we of success and so admirable were our arrangements that we had all assembled at St. Catharines, on the canal, waiting in hourly anticipation the arrival of the steamer, when the storm burst upon us in the shape of Mr. Stanton's telegram to the mayors of the lake cities to be on their guard against a Confederate raid, which he had been notified by the governor-general of Canada (Lord Monck) had been organized in Canada for operations on Lake Erie. Thus, my dear admiral, with victory, and such a victory, within our grasp, we were foiled, and so anxious were the British authorities to keep on good terms with their detested neighbors (for they do detest them) that the troops who were about to be removed from Port Colborne, the Lake Erie terminus of the canal, were ordered to remain at that place, with instructions to arrest any vessel passing through the canal with a suspicious number of passengers on board. With our plan thus foiled, and with the lake cities in a fever of fear and excitement, and with the rapid advance of reinforcements, both naval and military, to reinforce the garrison at Johnson's Island against our compact little band of 52 Confederates, we had, as a matter of course, to abandon the design and leave Canada as soon as possible, but to do so in a dignified and proper manner. Wilkinson, Loyall, and I (Coleman, Kelly, and Brest) remained in Montreal from five to ten days, giving to the Canadian authorities every opportunity to arrest us, if it was thought proper to do so, but Lord Monck was satisfied with having frustrated our plans, and did not care to complicate the matter or to show his zeal for the Yankees in any other shape than the very decisive one of informing on us. And thus we came away, leaving our poor fellows to bear the increased hardships of their dreary prison life for months to come.

And now for the sickening part. It appears that McCuaig, whom I believed to have been earnestly with us, became alarmed at the last moment, when our success seemed so certain, and fearing the ultimate bearing of it upon his own individual fortunes, involving perhaps failure, exile, loss of position and imprisonment, betrayed us to Mr. Holden, a member of the provincial cabinet, who at once communicated it to the governor-general, and hence the discovery.

So, but for treachery, which no one can guard against, our enterprise would have been the feature of the war, and our little Navy another laurel wreath of glorious renown. Leaving Quebec we traveled in open wagons and buggies through the wilds of Lower Canada and New Brunswick, often looking into the houses on the Maine side of the river, with a desire to do to them as their people do to ours; but as our policy is different, and as we carry on the war more on principles of civilization, the feeling was a childish one, though the contempt one felt for the cowardly dogs who crossed the line to avoid the dreaded draft was only natural, and still more so when their daily papers poured such

venom on our cause and all connected with it. Taking the steamer at the small village of Tobique, we came down the St. John River, and at St. John we went on board the steamer *Emperor*, in which we crossed the Bay of Fundy to the village of Windsor, in Nova Scotia, and thence by railroad to Halifax, where I volunteered for and obtained the command of the captured steamer *Chesapeake*, then supposed to be making her way to the port of St. Mary's, about 70 miles to the eastward of Halifax, but before I could get to her with my crew and officers, with the idea of making her a regular cruiser, she had been forced by stress of weather to put into a British port, where her arrival was telegraphed, and, as a great excitement had been made over her novel capture, both English and Yankees were endeavoring to get her; and as I had but a forlorn hope of ever reaching her in a dull, heavy-sailing collier, the attempt was abandoned, and thus I lost my chance of a command afloat, when I had invitingly open before me the prospect of so much damage to the enemy's coasting trade. At Bermuda (where we arrived on the morning of the 17th of December in the royal mail steamer *Alpha*) I found Bob Carter, of the Navy, in command of the Navy Department blockade-running steamer *Coquette*, purchased by Commander Bulloch, of the Navy, to run in naval supplies and out cotton for our service. Finding some cloth on board for you, I brought it over with me in the little steamer *Presto*, but by whom it was sent I do not know. After a very rough and exciting passage of four days, during which I did not have my clothes off, we succeeded in eluding the blockading squadron and reached Wilmington in safety on the 7th of January, our little steamer, under John Wilkinson, being the only one of four leaving about the same time that succeeded in getting into port, the others being wrecked on the coast. On the day of my return to Richmond with important dispatches from abroad my former position as lieutenant commanding the ordnance works was offered me and accepted, with more work ahead of me than I can do justice to.

I hope, my dear sir, that you have entirely recovered the use of your leg, and that you suffer no pain or inconvenience from your wound, and that you have recently had good news from Mrs. Buchanan. Captain Mitchell delivered your very kind message a day or two since, for which please accept my thanks, and if I can assist you in any way my services are entirely at your command.

KINGSTON, N. C., February 17, 1864.

Since commencing this letter, which I have written at odd times, I have received temporary orders to this place to do all in my power to hasten to completion the ironclad gunboat *Neuse*, now under construction here, and authority has been given me to take any steps which may tend to the advancement of the very important interests involved in her speedy completion. I was tendered the command of her, but upon some representations being made to the Secretary that I could advance the public service better by completing, or rather hurrying the completion, of this vessel and the ironclad steamer *Albemarle*, Commander Cooke, at Halifax [N. C.], on the Roanoke River, than I could by being confined to one vessel as her commanding officer, my orders were so framed that I should have authority to push forward the material and the completion of both vessels, and I hope soon decided success will crown my efforts, for you can judge of the amount of work ahead of me while I still retain my command in Richmond. Wood's gallant affair in boarding, capturing, and destroying the U. S. S. *Underwriter*,

under the enemy's batteries, has won for him another wreath, and I hope a step in rank, but it has awakened the enemy to our movements here, and it is now a race between us who shall have the first light-draft ironclad afloat in the waters of eastern [North] Carolina. We are doing our best here to be the first in the field. Please remember me to Winder, Eggleston, and Captain Johnston, and let me hear from you when you have nothing better to do than to acknowledge this rambling, prosy letter, which, however, will, I trust, interest you, as showing that some of us are still alive and zealous for the good, the welfare, and the renown of our glorious profession.

With the hope that you may soon have it in your power to strike another and still heavier blow at the enemy,

I remain, my dear admiral, very truly, your friend,

R. D. MINOR.

Admiral FRANKLIN BUCHANAN, U. S. Navy,
Commanding Naval Forces, Mobile, Ala.

Letter from Lieutenant Murdaugh, U. S. Navy, to the Secretary of the Navy of the Confederate States, proposing a plan of operations in the Northern Lakes.

C. S. S. BEAUFORT,
Richmond, February 7, 1863.

SIR: I have the honor to submit the following outline of the plan of operations proposed to be carried out on the Northern Lakes:

The party to leave the Confederacy at the earliest possible day, to be ready for commencing operations with the opening of navigation, which will be probably about the middle of April.

The commanding officer to be furnished with a letter of credit for \$100,000, although it is not presumed that more than half of this amount will be expended.

After reaching Canada to purchase, through the agency of some reliable merchant, a small steamer, say one of 200 tons, that can pass through the Welland Canal. If practicable, to let the agent equip and victual the vessel and collect a crew of 50 men, ostensibly with a view to mining operations on Lake Superior. If this is not practicable the officers will separate and collect each a party and join the vessel at some point on Lake Erie. The object of the expedition not to be made known to the men until the vessel is clear of the Canadian coast, when strong inducements in the way of pay, etc., must be held out to them for making the attempt and still stronger ones for its successful accomplishment. Those not willing to make the attempt to be returned to the Canadian shore; those who are willing to be shipped into the Confederate service. In collecting men much judgment must be exercised in the selections. The crew will be armed with cutlasses and revolvers. The vessel will be provided with a number of small iron buoys to be used as torpedoes and also the powder, fuses, etc., to charge and fire them. These are to be used in the destruction of canal locks. She must also have on board plenty of spirits of turpentine and incendiary composition for rapid work in starting fires.

The first point to be aimed at is Erie, Pa., the arrival there to be so timed as to make it about 1 a. m. The steamer to be laid alongside the U. S. S. *Michigan* and that vessel to be carried by boarding with as little noise as possible. If there is a reasonable hope that the vessel

has been carried without its being known beyond the vessels engaged, both vessels will leave the harbor and proceed toward the Welland Canal, with a view to getting the small steamer through into Lake Ontario before the news of the capture should have reached the Canadians, who might interpose objections to her doing so should the objects of her voyage be apparent. But if the capture is not made secretly, then the work of burning every particle of Federal property afloat will be immediately commenced. Even in this latter contingency the attempt will still be made to get the small steamer into Lake Ontario, when she, under the command of second officer of the expedition, would have a fine field, but the most important part of her work would be to destroy the aqueduct of the Erie Canal, which crosses the Genesee River at Rochester, 7 miles from the lake, and the locks of a branch of this canal at Oswego. If a passage through the Welland Canal for the small steamer should be refused by the Canadians, both vessels would operate in Lakes Erie, Huron, and Michigan. In Lake Erie, after leaving the town of Erie, Buffalo would be the first point to be visited, the fleet of trading vessels in its harbor and the locks of the great Erie Canal to be destroyed. The next place would be Tonawanda, distant about 30 miles from Buffalo, where there is also an entrance into the Erie Canal, which would be destroyed. Then, coasting along the southern shore of the lake, destroy the locks of the canals leading to the Ohio River, four in number, and burn the vessels fallen in with. Then pass Detroit in the night, and if possible without notice; pass through Lake Huron and into Lake Michigan, and make for the great city of Chicago. At Chicago burn the shipping and destroy the locks of the Illinois and Michigan Canal, connecting Lake Michigan and the Mississippi River. Then turn northward, and, touching at Milwaukee and other places, but working rapidly, pass again into Lake Huron, go to the Sault Ste. Marie, and destroy the lock of the canal of that name. Then the vessel could be run into Georgian Bay, at the bottom of which is a railway connecting with the main Canadian lines, and be run ashore and destroyed.

Four officers will be required for this expedition. I respectfully volunteer my services and ask that Lieutenants Minor, Robert Carter, and Wood may be selected.

Very respectfully, etc.,

[WM. H. MURDAUGH,
Lieutenant, U. S. Navy.]

NOTE.—Lieutenant Wood could not be spared from duty he was performing, and Lieutenant Walter R. Butt was detailed for the service, so the party consisted of Lieutenants Murdaugh, Carter, Minor, and Butt.

[Endorsement.]

Copy of a letter sent to the U. S. Navy Department by W. H. Murdaugh. This plan was approved by the Navy Department, the President, and Cabinet; and Lieutenant M[urdaugh] was ordered to write his instructions, which he did, asking for \$100,000, which was collected for him. When everything was ready for a start President Davis said that he thought the scheme practicable and almost sure of success, but that it would raise such a storm about the violation of the neutrality laws that England would be forced to stop the building of some iron-

clads which were on the stocks in England and take rigid action against us everywhere. So the thing fell through and with it my great chance.

About a year afterwards, when many attempts had been made from Canada, the Yankees on the *qui vive*, an expedition was sent in a large steamer with a flourish of trumpets, and of course the commander could do nothing and had to return.

This is a specimen of how the Navy was treated and how it was managed.

W. H. M.