

UNITED STATES STEAMER BROOKLYN.

3515

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2d Session. } No. 40.

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

LIEUT. 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 4.

OPERATIONS IN THE GULF OF MEXICO
FROM NOVEMBER 15, 1860, TO JUNE 7, 1861.

OPERATIONS ON THE ATLANTIC COAST
FROM JANUARY 1 TO MAY 13, 1861.

OPERATIONS ON THE POTOMAC AND
RAPPAHANNOCK RIVERS
FROM JANUARY 5 TO DECEMBER 7, 1861.

WASHINGTON:
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1896.

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Copy II
Serial Set

CONTENTS OF PRECEDING VOLUMES.

VOLUME 1.

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

VOLUME 2.

Operations of the cruisers from January 1, 1863, to March 31, 1864.

VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

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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 third volume of the records (Series I, vol. 3), which has been recently published by the Department, completes the reports of the operations of the cruisers to the close of the war. The compilation, under the plan of publication of the work, now treats of earlier events in that struggle, more especially of those which occurred on the Atlantic and Gulf coasts of the United States. The present volume (Series I, vol. 4) is divided into three divisions, and comprises the reports of (1) early operations in the Gulf of Mexico prior to the establishment of the blockading squadrons, (2) operations upon the Atlantic

coast during the same period, and (3) operations on the Potomac and Rappahannock rivers up to December 7, 1861. The reports and correspondence are placed chronologically in each division, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of each division. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and copious index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

RICHARD RUSH,
ROBERT H. WOODS,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., September 1, 1896.

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

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed, and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who

have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

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

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

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, South Carolina, under Flag-Officer Ingraham, C. S. N.

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

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

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

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

XIV ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
 - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
 - Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N.
 - * 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 SERVING IN THE HOME SQUADRON
AND POTOMAC FLOTILLA DURING THE PERIOD COVERED BY THIS VOLUME.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Alleghany.....	Fourth ...	989	Screw steamer.....	30	6
Anacostia.....	Fourth ...	217	do.....	67	2
Bailey.....			Coast Survey schooner.....	12	
Baltimore.....	Fourth ...	500	Side-wheel steamer.....	18	1
Brooklyn.....	Second ...	2,070	Screw steamer.....	381	24
Ceres.....	Fourth ...	150	Side-wheel steamer.....	39	2
Cœur de Lion.....	Fourth ...	110	do.....	29	3
Constitution.....	Second ...	1,576	Sailing frigate.....	62	16
Crusader.....	Fourth ...	545	Screw steamer.....	83	5
Cumberland.....	Second ...	1,726	Sailing sloop.....	288	24
Dawn.....	Fourth ...	399	Screw steamer.....	34	2
E. B. Hale.....	Fourth ...	220	Screw sloop.....	46	4
E. H. Herbert.....			Chartered tug.....		
Edwin Forrest.....			do.....		
Flag.....	Third.....	938	Screw steamer.....	116	7
Forward.....			Revenue cutter.....		
General Putnam.....	Fourth ...	123	Side-wheel steamer.....	17	2
Harriet Lane.....	Third.....	619	do.....		5
Howell Cobb.....					
Huntsville.....	Third.....	840	Screw steamer.....	52	3
Ice Boat ^a	Fourth.....		Philadelphia ice boat.....	50	2
Island Belle.....	Fourth.....	123	Side-wheel steamer.....	24	2
Jacob Bell.....	Fourth.....	229	Side-wheel tug.....	49	2
Keystone State.....	Third.....	1,364	Side-wheel steamer.....	133	6
Macedonian.....	Second.....	1,341	Sailing sloop.....	280	22
Massachusetts.....	Second.....	1,155	Screw steamer.....	112	5
Merrimack.....	First.....	3,200	Screw frigate.....	480	92
Mohawk.....	Fourth.....	464	Screw steamer.....	78	7
Montgomery.....	Third.....	787	do.....	66	5
Monticello.....	Fourth.....	655	do.....	96	5
Mount Vernon.....	Fourth.....	625	do.....	50	3
Mount Vernon ^b	Fourth.....	500	Side-wheel.....	40	1
Niagara.....	First.....	4,582	Screw steamer.....	387	12
Pawnee.....	Second.....	1,289	Screw sloop.....	94	8
Penguin.....	Fourth.....	389	Screw steamer.....	69	5
Perry.....	Fourth.....	270	Sailing brig.....	77	7
Philadelphia.....	Fourth.....	500	Side-wheel steamer.....	24	1
Pocahontas.....	Third.....	694	Screw steamer.....	95	6
Powhatan.....	First.....	2,415	Side-wheel steamer.....	217	11
Powhatan ^c	Fourth.....	500	do.....	14	1
Quaker City.....	Second.....	1,428	do.....	120	4
R. B. Forbes.....	Fourth.....	329	Screw steamer.....	52	2
R. R. Cuyler.....	Third.....	1,200	do.....	134	10
Reliance.....	Fourth.....	90	do.....	17	2
Resolute.....	Fourth.....	90	Tug.....	16	2
Rescue.....	Fourth.....	111	do.....	20	2

^a Known also as Release and Refrigerator.

^b Name changed to Mount Washington.

^c Name changed to King Philip.

List of United States vessels of war serving in the Home Squadron and Potomac Flotilla, etc.—Continued.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Sabino.....	Second ...	1,726	Sailing frigate.....	375	49
St. Louis.....	Third.....	700	Sailing sloop.....	118	18
Satellite.....	Fourth ...	194	Tug.....	43	2
Savannah.....	Second ...	1,708	Screw sloop.....	264	26
Seminole.....	Third.....	801	.....do.....	120	5
South Carolina.....	Third.....	1,150	Screw steamer.....	115	5
Stepping Stones.....	Fourth ...	228	Side-wheel steamer.....	21	1
Supply.....	Fourth ...	547	Store vessel.....	171	4
Thomas Freeborn.....	Fourth ...	269	Side-wheel steamer.....	67	2
Tigress.....	.....	.....	Chartered tug.....	32	.....
Underwriter.....	Fourth ...	341	Side-wheel steamer.....	.....	4
Union.....	Third.....	1,114	Screw steamer.....	75	4
Valley City.....	Fourth ...	190	.....do.....	48	4
Water Witch.....	Fourth ...	378	Side-wheel steamer.....	50	3
Wyandotte.....	Fourth ...	464	Screw steamer.....	71	5
Yankee.....	Fourth ...	328	Side-wheel steamer.....	48	2
Young America.....	Fourth ...	173	Tug.....	13	1

CALENDAR.

1861.

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	4	5	...	...	...	...	...	1	2	...	...	...	...	...	1	2
6	7	8	9	10	11	12	3	4	5	6	7	8	9	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23	17	18	19	20	21	22	23
27	28	29	30	31	...	...	24	25	26	27	28	...	...	24	25	26	27	28	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	5	6	...	...	...	1	2	3	4	...	...	...	...	...	...	1
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
28	29	30	...	...	...	...	26	27	28	29	30	31	...	23	24	25	26	27	28	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	30	...	...	...	...	...	...
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	5	6	...	...	...	...	1	2	3	...	...	...	...	...	...	...
7	8	9	10	11	12	13	4	5	6	7	8	9	10	1	2	3	4	5	6	7
14	15	16	17	18	19	20	11	12	13	14	15	16	17	8	9	10	11	12	13	14
21	22	23	24	25	26	27	18	19	20	21	22	23	24	15	16	17	18	19	20	21
28	29	30	31	...	...	...	25	26	27	28	29	30	31	22	23	24	25	26	27	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	30	...	...	...	...	...
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	4	5	...	...	...	...	...	1	2	...	...	...	...	...	...	...
6	7	8	9	10	11	12	3	4	5	6	7	8	9	1	2	3	4	5	6	7
13	14	15	16	17	18	19	10	11	12	13	14	15	16	8	9	10	11	12	13	14
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OPERATIONS IN THE GULF OF MEXICO.

NOVEMBER 15, 1860, TO JUNE 7, 1861.

OPERATIONS IN THE GULF OF MEXICO.

NOVEMBER 15, 1860, TO JUNE 7, 1861.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Mohawk, transmitting correspondence regarding measures of protection for Forts Taylor and Jefferson, Fla.

U. S. S. MOHAWK,
Key West, November 15, 1860.

SIR: I have the honor to enclose to you a copy of a letter I have received from Captain M. C. Meigs, U. S. Engineers.

Believing that in the present deplorable condition of affairs in the Southern States the interests of the General Government will be best subserved by taking such measures as will prevent the possibility of the seizure of these strongholds by any band of lawless men, I consider it my duty to guard against that contingency. I will therefore sail to-morrow for the Tortugas, and have advised Lieutenant Commanding Stanly to guard this place.

I enclose you a copy of my letter to Lieutenant Commanding Stanly.

I need not say to you, sir, that I have adopted this measure only from calm and mature deliberation, and with great hope that my fears may not be realized, but that our country may yet recover from the agitation which seems disturbing it to its center.

I can assure you that I will proceed with the utmost circumspection, and in such a way as can not give offense nor provoke cavil.

Will you be pleased to furnish me with instructions for my future guidance under this unforeseen and melancholy state of affairs?

Very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

[Endorsement.]

The Department does not, from any information in its possession, deem it necessary that you should remain at the Tortugas to guard Fort Jefferson; you will therefore proceed to your cruising ground.

[Enclosures.]

KEY WEST, FLA., November 15, 1860.

SIR: The news received by the steamer *Isabel* last night indicates such a state of excitement among a portion of the people of the United States that it appears to me proper that some precautions should be taken to prevent an attempt by some small expedition to seize upon Fort Taylor or Fort Jefferson.

The first contains, I understand, a considerable supply of ammunition and some guns. Fort Jefferson, at the Tortugas, is without guns or ammunition.

I look for no expedition authorized by the constituted authorities of any State, but any small party of men anxious to embroil the different sections of the Union might find a tempting bait in either of these important fortresses.

I addressed to day a note to Captain J. M. Brannan, of the First Artillery, who, with only eighteen men fit for duty, is stationed at the Key West barracks, calling his attention to this subject, and I beg leave respectfully to suggest to you the propriety of so disposing of the naval forces under your command as, while exciting the least attention, to make the success of any such expedition impossible.

I have the honor to be, sir, very respectfully, your obedient servant,
M. C. MEIGS,
Captain of Engineers, in charge of Fort Jefferson.

Commander T. A. CRAVEN,
Commanding Naval Forces at Key West.

U. S. S. MOHAWK,
Key West, November 16, 1860.

SIR: By an official communication from Captain Meigs, U. S. Engineers, my attention is called to the unprotected condition of Fort Taylor, which commands this harbor.

I enclose you a copy of the letter of Captain Meigs.

Whatever be the result of the issue now raised against the General Government by the people of a few Southern States, the importance of the posts at this place and the Tortugas can not be overestimated, commanding as they do the commerce of the Gulf of Mexico. I therefore deem it my duty to advise you to use the vessel under your command for the defense of Fort Taylor, while the *Mohawk* will hold the Tortugas.

It is not necessary to advise an officer of your discretion of the extreme delicacy of the positions occupied here by the officers of the United States. We must beware of giving any offense by which to perplex the questions at issue, while at the same time we must firmly discharge our duties under the laws of the United States.

Fervently trusting that the wounds of our country may yet be healed, I am, respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

Lieutenant Commanding F. STANLY,
Commanding U. S. S. Wyandotte.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Commander Hazard, U. S. Navy, commanding U. S. S. Pocahontas.

FLAGSHIP POWHATAN,
Off Vera Cruz, November 25, 1860.

SIR: You will please make a requisition for coal sufficient to fill your vessel; also keep the water of the *Pocahontas* filled up, ready for sea at short notice.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer.

Commander HAZARD,
Commanding U. S. S. Pocahontas, Home Squadron.

Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding U. S. sloop St. Louis.

NAVY DEPARTMENT, December 24, 1860.

SIR: As the cruise of the sloop of war *St. Louis* has nearly expired, you will on the receipt hereof direct her to proceed to Pensacola, Fla., and there await the further orders of the Department.

I am, respectfully, your obedient servant,

I. TOUCEY.

Flag-Officer G. J. PENDERGRAST,
Commanding Home Squadron, Vera Cruz, Mexico.

Order of the Secretary of the Navy to commandant navy yard, Pensacola.

NAVY DEPARTMENT, January 3, 1861.

SIR: Be vigilant to protect the public property. The commanding officer at Fort Barrancas has been instructed to consult with you, and you will cooperate with him.

I am, respectfully, your obedient servant,

I. TOUCEY.

Commodore JAMES ARMSTRONG,
Commanding Navy Yard, Warrington, Fla.

[Endorsement.]

Receipt acknowledged on the 9th of January, 1861.

J. A[ARMSTRONG].

Report of commandant navy yard, Pensacola, of departure of U. S. S. Crusader.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 3, 1861.

SIR: I have the honor to report the departure from this station last evening of the U. S. S. *Crusader*, under the command of Lieutenant John N. Maffitt.

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

JAS. ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Colonel Commandant U. S. Marine Corps, transmitting correspondence regarding rations for Warrington navy yard.

HEADQUARTERS MARINE CORPS,
Washington, January 5, 1860 [1861].

SIR: I enclose to the Department a copy of a letter from the Quartermaster, enclosing copies of two notes from Warrington, Fla., to which I respectfully recommend immediate attention.

I am, sir, very respectfully, yours,

JNO. HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, January 5, 1861.

SIR: I enclose herewith a copy of a note this day received from Captain J. Watson, commanding marines at Warrington, Fla., and also copy of a note addressed by C. P. Knapp, contractor for rations for 1861, to Captain Watson.

I deem this matter of sufficient importance to call the immediate attention of the commandant of the Corps to it.

I am, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Colonel JOHN HARRIS,
Commandant Marine Corps, Headquarters.

[Subenclosures.]

MARINE BARRACKS,
Warrington, Fla., December 31, [1860.]

DEAR SLACK: I send you a note that I received this morning from Mr. Knapp, the ration contractor. You will oblige me with your advice. We can not get anything on credit; cash on delivery. The Government credit is very low on this point. Should you direct me to purchase, send the coin.

Yours, truly,

J. WATSON.

Major WM. B. SLACK,
Quartermaster Marine Corps, Washington.

PENSACOLA, *December 29, 1860.*

DEAR SIR: I will furnish rations under my contract [for] 1861 till I give you notice.

Yours, most respectfully, etc.,

C. P. KNAPP,
 Per IRA SMITH.

Captain WATSON,
Commanding U. S. Marine Barracks, Washington.

P. S.—My object in addressing as above is this, that if Florida goes out of the Union I will not furnish afterwards.

Yours, etc.,

C. P. KNAPP,
 Per IRA SMITH.

[Endorsement.]

Answer that if the contractors refuse to supply he will make application to the commandant of the yard for the navy rations, which will be issued to them and paid for from the appropriation for provisions for the Marine Corps.

[Telegram in cipher.]

Confidential.] NAVY DEPARTMENT, *January 5, 1861.*

Proceed immediately with the *Macedonian* to Warrington [Fla.] and report to commandant navy yard for protection of public property.

I. TOUCEY,
Secretary of the Navy.

Captain JAMES GLYNN,
Commanding U. S. Ship Macedonian, Portsmouth, N. H.

[Telegram in cipher.]

Confidential.]

NAVY DEPARTMENT, *January 5, 1861.*

Proceed immediately to Garden Key and cooperate with commanding officer to protect public property and prevent anyone from landing improperly. On arrival of troops detailed for that post return to present port.

I. TOUCEY,
Secretary of the Navy.

Lieutenant J. N. MAFFITT,
Commanding U. S. S. Crusader, Pensacola, Fla.

Order of the Secretary of the Navy to commandant navy yard, Pensacola, regarding cooperation.

Confidential.]

NAVY DEPARTMENT, *January 5, 1861.*

SIR: Upon the receipt of this you will direct Lieutenant Maffitt to proceed immediately with the *Crusader* to the Tortugas to cooperate with the commanding officer of the works to protect the public property and to prevent the landing of any improper persons. You will direct Lieutenant Maffitt to return to Pensacola when the troops detailed for Fort Jefferson shall have arrived there.

I am, respectfully, your obedient servant,

I. TOUCEY.

Commodore JAMES ARMSTRONG,
Commandant Navy Yard, Warrington, Fla.

[NOTE.—This letter did not reach its destination, the officer to whom it was intrusted having failed to deliver it.]

[Telegram.]

PORTSMOUTH [N. H.], *January 7, 1861.*

Your telegram is received and believed to be understood correctly.

J. GLYNN,
Captain.

ISAAC TOUCEY,
Secretary Navy.

Report of commandant navy yard, Pensacola, regarding measures for the relief of the employés of that yard.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 8, 1861.

SIR: With extreme regret I find myself compelled to represent to the Department the suffering condition of many of the mechanics and laborers employed in this navy yard, in consequence of the nonpayment of the wages due them since the 1st of November last, the paymaster not having funds to pay the rolls. Numerous appeals have been made to me for interposition and aid, which I can not afford.

I enclose herewith a copy of a letter addressed to the executive officer of the yard by a worthy ship carpenter, showing the distress in which

his family is involved; and this is but one of many cases of suffering, some of which are greater than his. He desires that in the absence of money provisions may be issued from the naval store, and in order to relieve the suffering as far as practicable, I very earnestly solicit that authority may be given me to cause supplies to be furnished from that source to those persons to whom pay for labor is due, the cost thereof to be charged to their respective accounts.

Trusting that a favorable response will be given to this application, and that the same will be sent by telegraph, I have the honor to be, very respectfully, your obedient servant,

JAS. ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

WARRINGTON [FLA.], *January 8, 1861.*

SIR: Having a large family to support, consisting of my wife and seven children, and having been discharged from my employment in the yard, as you are already aware, I am necessarily compelled to seek employment elsewhere; yet before I leave I am anxious to see my wife and little ones placed beyond the reach of immediate want, and as it took all I could earn heretofore to live from one pay day to another, we are now placed in a rather straitened situation. I would therefore respectfully solicit your kind interference on my behalf, to enable me to get the amount due to me by the U. S. Government for labor performed in the navy yard, or an equivalent in provisions; and I will, as in duty bound, ever pray for your welfare.

Very respectfully, your obedient servant,

S. A. WILLIAMS.

Captain E. FARRAND,
Executive Officer, Pensacola Naval Station.

Report of commandant navy yard, Pensacola, transmitting resolutions of employés of that yard regarding measures of relief.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 9, 1861.

SIR: I had the honor yesterday to address the Department in relation to the state of want and suffering to which the employés of this navy yard are reduced in consequence of their failure to receive the pay due them for services rendered since the 1st of November, 1860, and to request your authority to relieve the suffering by the issue of provisions from the naval store. I have now to beg leave to submit to your consideration the enclosed copy of a report of the proceedings of a meeting held in Warrington last evening by the persons interested, and I earnestly reiterate the application contained in my letter of yesterday for authority to afford the relief solicited.

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

JAS. ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Proceedings of a meeting of the employes of the Warrington navy yard, held at Masonic Hall on the evening of January 8, 1861, of which Mr. W. J. Fell was chairman and W. G. Barth secretary.

On motion, duly made and seconded, it was unanimously

Resolved, first, That a committee be appointed to wait on Commodore James Armstrong, commanding this navy yard and station, and request him, in view of the great distress existing among the mechanics and others employed in the navy yard in consequence of the delay of payment by the U. S. Government, to authorize an issue of provisions from the navy store to those who are in want, such issue to be deducted from the amounts due them respectively on the navy yard pay rolls for the months of November and December, 1860.

Resolved, second, That one member of the aforesaid committee be appointed from each of the trades working in the yard.

Resolved, third, That the committee be constituted as follows: John L. Porter, esq., naval constructor; Mr. James H. Doyle, Major W. Morrill, Mr. J. G. Fell, Mr. Thomas Ballew, Mr. Parrish, Mr. W. J. Fell, Mr. W. Nix, Mr. A. G. Middleton, Mr. John Gallagher, Mr. J. Longley; said committee being requested to wait on Commodore Armstrong at 10 o'clock to-morrow morning and to report to this meeting at 7 o'clock in the evening of the same day.

Resolved, fourth, That this meeting do now adjourn, to meet again in this place at 7 o'clock to-morrow evening.

WILLIAM J. FELL, *Chairman.*
W. G. BARTH, *Secretary.*

[Telegram.]

PENSACOLA, *January 9, 1861.*

Mechanics and laborers on default of pay much distressed. Appeal for relief of issue of provisions from naval store. Will Department authorize by telegraph such course? Is Lieutenant Stribling's resignation accepted?

Respectfully,

JAS. ARMSTRONG,
Commandant.

ISAAC TOUCEY,
Secretary Navy.

Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron.

NAVY DEPARTMENT, *January 9, 1861.*

SIR: Direct Capt. H. A. Adams to proceed with the U. S. frigate *Sabine* under his command to Pensacola, and there await the further orders of the Department.

I am, respectfully, your obedient servant,

I. TOUCEY.

Flag-Officer G. J. PENDERGRAST,
Commanding Home Squadron, Vera Cruz, Mexico.

Report of Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Crusader.

U. S. S. CRUSADER,
Off Havana, January 9, 1861.

SIR: I report my return to the north coast of Cuba.

I am, respectfully, your obedient servant,

J. N. MAFFITT,
Lieutenant, Commanding.

Hon. ISAAC TOUCEY,
Secretary Navy, Washington, D. C.

Report of commandant navy yard, Pensacola, regarding U. S. S. Wyandotte.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 9, 1861.

SIR: The U. S. S. *Wyandotte* being deficient in her complement of officers, I have ordered Lieutenant John Irwin to report for temporary duty on board that vessel.

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

JAS. ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, January 10, 1861.

Proceed to sea immediately, touching at Tortugas.

I. TOUCEY,
Secretary Navy.

Captain JAMES GLYNN,
Commanding U. S. Ship *Macedonian*, Portsmouth, N. H.

[Telegram.]

NAVY DEPARTMENT, January 10, 1861.

Provisions may be issued to mechanics and laborers at cost price, not to exceed amount of wages due them. Lieutenant Stribling's resignation accepted by telegraph. Where has Lieutenant Maffitt gone?

I. TOUCEY,
Secretary of the Navy.

Commodore JAMES ARMSTRONG,
Commandant Navy Yard, Pensacola.

Report of commandant navy yard, Pensacola, regarding cooperation with commanding officer at Fort Barrancas.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 10, 1861.

SIR: I have the honor to report to the Department that, in obedience to your order contained in your letter of the 3d instant, I have cooper-

ated with the commanding officer at Fort Barrancas to the extent which the means at my command afford.

I have the honor to be, very respectfully, your obedient servant,
 JAS. ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Order of commandant navy yard, Pensacola, to Commander Walke, U. S. Navy, commanding U. S. ship Supply, regarding provisions for Fort Pickens.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
 Warrington, January 10, 1861.

SIR: You will be pleased to proceed with the U. S. storeship *Supply* to Fort Pickens, and to furnish the commanding officer of that fort such quantities of the provisions on board the ship as he may require for the subsistence of the men in the fort, taking his receipt in duplicate for the articles so furnished. After having performed this duty you will return with the ship to the anchorage off this navy yard, and complete the loading of her cargo with all possible dispatch.

I am, very respectfully, your obedient servant,
 JAS. ARMSTRONG,
Commandant.

Commander HENRY WALKE,
Commanding U. S. Storeship Supply, Pensacola Bay.

Report of Commander Walke, U. S. Navy, commanding U. S. ship Supply, regarding supply of provisions for Fort Pickens.

U. S. STORESHIP SUPPLY,
 Off Fort Pickens, Pensacola Bay, January 10, 1861.

SIR: In acknowledging the receipt of your instructions of this date I would respectfully inform you that the commanding officer at Fort Pickens is not ready to take the provisions referred to at present, and requests all the assistance I can give him at my command.

I am, very respectfully, sir, your obedient servant,
 H. WALKE,
Commander, U. S. Navy.

Flag-Officer JAMES ARMSTRONG,
Commanding Navy Yard, Pensacola.

Instructions of commandant navy yard, Pensacola, to Paymaster Warrington, U. S. Navy, regarding measures of relief for employes of that yard.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
 Warrington, January 10, 1861.

SIR: You will make requisitions on the naval storekeeper for such articles of provisions on hand as are sufficient to supply the immediate necessities of such of the employes of the navy yard as are suffering for the want of food in consequence of their failure to receive payment for their services during more than two months past. You will issue

the provisions thus drawn to such of the various persons whose names are on the yard rolls, and to whom pay for services rendered is due, as may desire them, to the extent of one-fourth of a barrel of pork or beef, one-fourth of a barrel of flour, 1 barrel of bread, 20 pounds of sugar, 20 pounds of rice, 20 pounds of coffee, 20 pounds of butter to each to whom the cost is due, charging the same at the invoice prices to the respective persons supplied, and deducting the cost from the amount of pay due them.

I am, respectfully, your obedient servant,

JAMES ARMSTRONG,
Commandant.

Paymaster L. WARRINGTON,
U. S. Navy Yard at Warrington.

Order of the commandant navy yard, Pensacola, to Commander Walke, U. S. Navy, commanding U. S. ship Supply, regarding supplies for Fort Pickens.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, January 11, 1861.

SIR: You will land with all possible dispatch the provisions that have been required by the commanding officer at Fort Pickens for the subsistence of the men in the fort; and after having done so, and taken receipts in duplicate for all the articles delivered, you will return forthwith in the ship to the anchorage off this navy yard.

I am, very respectfully, your obedient servant,

JAS. ARMSTRONG,
Commandant.

Commander HENRY WALKE,
Comdg. U. S. Storeship Supply, off Fort Pickens, Pensacola Bay.

Letter from Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, to commandant navy yard, Pensacola, regarding the necessity of cooperation for the protection of that harbor.

FORT PICKENS, PENSACOLA HARBOR, *January 11, 1861.*

SIR: I understand that it is your intention to withdraw from this fort the protection of the U. S. S. *Wyandotte* and the storeship *Supply*, contrary to the agreement between you and myself day before yesterday. I had the honor to state, as I did to you in the presence of several officers at our last interview, that without the aid of these vessels it will be utterly impossible, in my opinion, for me to protect this harbor, and I shall therefore, in case this assistance is withdrawn, instantly relinquish all hopes of defending the place, and report the state of affairs immediately by a messenger to Washington.

I most respectfully request an immediate answer as to whether the assistance above referred to is to be withdrawn or not.

By order of A. J. Slemmer, first lieutenant, First Artillery, U. S. Army, commanding Fort Pickens:

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

J. H. GILMAN,
Second Lieutenant, First Artillery, Acting Adjutant of the Post.

Commodore JAMES ARMSTRONG,
U. S. Navy.

Letter from commandant navy yard, Pensacola, to Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, explaining withdrawal of U. S. ship Supply.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, January 11, 1861.

SIR: In reply to your communication of this date I have to state that the U. S. storeship *Supply* was sent to Fort Pickens by my order merely to convey the provisions you required and then to return to this navy yard. The *Supply* is not a vessel of war, and having been sent to this station for the special service of conveying stores and coal to Vera Cruz for the vessels of the Home Squadron stationed there, it is my duty to dispatch her to that port at the earliest moment practicable, in conformity with the orders I have received from the Navy Department, from which orders I can not deviate further. The steamer *Wyandotte* may be retained for the purpose of cooperating with you until further orders.

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

JAS. ARMSTRONG,
Commandant.

Lieutenant A. J. SLEMMER, U. S. Army,
Commanding at Fort Pickens, Fla.

Order of commandant navy yard Pensacola, to Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte, to assist in delivery of provisions from U. S. ship Supply.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, January 11, 1861.

SIR: You will proceed immediately with the steamer *Wyandotte* and render to the commanding officer of the storeship *Supply* aid and assistance in the delivery with all possible dispatch at Fort Pickens of provisions which he has been ordered to land there, and when the deliveries shall have been made and the proper receipts obtained you will take the *Supply* in tow to the anchorage opposite the principal wharf of this navy yard without delay.

I am, very respectfully, your obedient servant,

JAS. ARMSTRONG,
Commandant.

Lieutenant Commanding O. H. BERRYMAN,
Commanding U. S. S. *Wyandotte*, Pensacola Bay.

[Telegram.]

PORTSMOUTH, [N. H.] January 11, 1861.

Your order of yesterday is understood. The ship is now waiting for the funds required.

J. GLYNN.

ISAAC TOUCEY,
[Secretary of the Navy.]

[Telegram.]

NAVY DEPARTMENT, *January 11, 1861.*

Your telegram of 11th received. Go to sea immediately without waiting for funds.

I. TOUCEY,
Secretary of the Navy.

Captain JAMES GLYNN,
Commanding U. S. Ship Macedonian, Portsmouth, N. H.

[Telegram.]

PORTSMOUTH, *January 12, 1861.*

Your telegram of yesterday is received. *Macedonian* goes to sea tomorrow early, if the pilot will take her.

J. GLYNN,
Captain.

ISAAC TOUCEY,
[*Secretary of the Navy.*]

[Telegram.]

NAVY DEPARTMENT, *January 12, 1861.*

Proceed to sea to-day.

I. TOUCEY,
Secretary Navy.

Captain JAMES GLYNN,
Commanding U. S. Ship Macedonian, Portsmouth, N. H.

Order of commandant navy yard, Pensacola, to Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte, regarding cooperation with Fort Pickens.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, January 12, 1861.

SIR: You will continue to cooperate with the commanding officer at Fort Pickens, but should an attack be made you will not fire a gun unless it may be actually necessary in defense of the vessel under your command. In the event of the capture of the fort you will proceed immediately to the station to which you have been ordered by the Navy Department. It is reported that this yard is surrounded by armed men.

I am, very respectfully, your obedient servant,

JAS. ARMSTRONG,
Commandant.

Lieutenant Commanding O. H. BERRYMAN,
Commanding U. S. S. Wyandotte, Pensacola Bay, Florida.

[Telegram.]

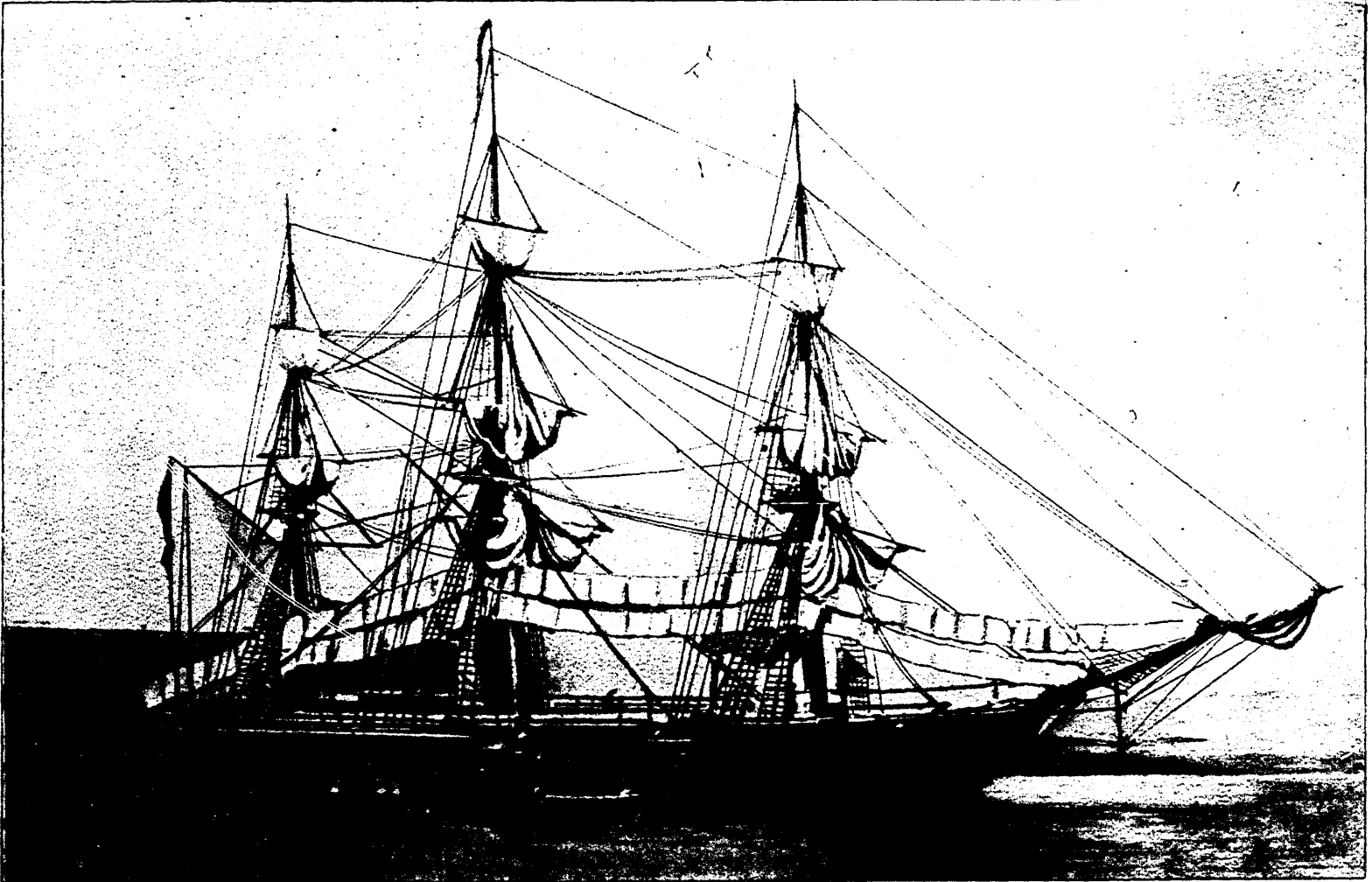
PENSACOLA, *January 12, 1861.*

Departure of Lieutenant Maffitt in the *Crusader* reported on the 2d [3d] instant. Not informed of his movements after that date.

Respectfully,

JAMES ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Washington, D. C.



UNITED STATES SHIP MACEDONIAN.

[Telegram.]

NAVY DEPARTMENT, *January 12, 1861.*

On receipt of this return to Pensacola without a moment's delay.

I. TOUCEY,
*Secretary of the Navy.*Lieutenant J. N. MAFFITT,
Commanding U. S. S. Crusader, New Orleans.

Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to commanding officers of vessels under his command, requesting information regarding small boats.

FLAGSHIP POWHATAN,
Off Sacrificios, January 12, 1861.

SIR: You will please send me a list of your boats when armed, and inform me of the number of officers and men in each composing the crew, exclusive of marines; also the name of the boat and the number of men she will contain for landing; also description of arms for each boat, and a list of articles for each boat, in accordance with the Ordinance Book of Instructions; also your boat signals, if you have any.

Very respectfully,

G. J. PENDERGRAST,
*Flag-Officer, Commander in Chief Home Squadron.*Captain MERCER,
Powhatan.
Captain ADAMS,
Sabine.
Captain MARSTON,
Cumberland.
Commander POOR,
St. Louis.
Commander HAZARD,
Pocahontas.

Order of the commandant navy yard, Pensacola, to Commander Walke, U. S. Navy, commanding U. S. ship Supply, in case of attack upon that yard.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, January 12, 1861.

SIR: I am informed that the navy yard is surrounded by armed men. Should an attack be made you will proceed immediately to Vera Cruz with the stores and coal you have now on board.

I am, very respectfully, your obedient servant,

JAMES ARMSTRONG,
*Commandant.*Commander HENRY WALKE,
*Commanding U. S. Storeship Supply,
off Fort Pickens, Pensacola Bay, Fla.*

Surrender of the Pensacola Navy Yard, January 12, 1861.

Report of Captain Armstrong, U. S. Navy, late commanding navy yard, Pensacola, Fla.

[Telegram.]

PENSACOLA, *January 12, 1861.*

Commissioners appointed by the governor of Florida, with a regiment of armed men at the gate, demanded the surrender of this navy yard, having previously taken possession of the magazines. I surrendered the place and struck my flag at half past 1 o'clock p. m. this day. The storeship *Supply* sailed for Vera Cruz [Mexico] the moment the yard flag was lowered.

Respectfully,

JAMES ARMSTRONG,

Captain, U. S. Navy, late Commandant Navy Yard, Warrington, Fla.

Hon. ISAAC TOUCEY,

Secretary of the Navy, Washington.

Report of Captain Armstrong, U. S. Navy, late commanding navy yard, Pensacola, Fla.

WASHINGTON, D. C., *January 25, 1861.*

SIR: On the 12th instant I telegraphed you from Pensacola that the navy yard near that place had been surrendered by myself on the demand of authorized commissioners of the State of Florida, countenanced and supported by a superior force of State troops, aided by reinforcements from an adjoining State. In order to exonerate myself from even the suspicion of a failure to exercise the utmost vigilance, I have the honor to call your attention to the appended correspondence,* which took place between others and myself, the result of your order issued to me on the 3d instant. This order was received on the 9th, and simply directed me to "be vigilant to protect the public property," further informing me that the commanding officer of Fort Barrancas had been instructed to consult with me, and that I should cooperate with him. I endeavored to perform my duty in these particulars, and every precaution that could be taken in guarding and protecting a property so defenseless and ill supplied with men and arms was at once adopted. Not for a moment was my watchfulness relaxed, nor did I hesitate to cooperate to the extent of my instructions with the commanding officer at Fort Barrancas.

I had no specific instructions to guide me. I was not advised of the intended policy of the Government in dealing with these troubles, and wholly destitute of the necessary means for coping with so superior a force, I was left to the conclusions of my own judgment. As already stated, the yard was surrendered on the 12th instant. On the morning of that day I was apprised by an officer of the yard that a formidable military force had invested the east gate, having on their way already possessed themselves of the magazine. Circumstanced as I was, resistance was worse than a desperate venture. My first act was to secure the signal books and destroy them. This effected, I was confronted by the State's commissioners, who demanded the surrender of the navy yard. My position was a most painful one. With but twenty-three marines on duty and a mechanical force disaffected and sympathizing with the revolutionists, what show of resistance could I have made,

* See preceding pages.

opposed as I was by five or six hundred well-armed and picked troops? The defenseless condition of the yard rendered it an easy prey, and the utmost vigilance could not have averted the attack. Besides, I had no instructions to guide me in dealing with this serious movement, involving the most fearful consequences. And could I dare assume so grave a responsibility as striking a blow, useless in practical results, and a signal for inaugurating all the dread horrors of a civil war? My impression was that conciliation and a forbearing treatment was the policy, apparently, of the Government, and so impressed I pursued that course which, in view of my defenseless state, received the sanction of my judgment. Resistance would have availed nothing, but, increasing the already feverish irritation of feeling, led to acts of merciless slaughter and destruction, complicating these unfortunate difficulties; all this without one desired result or hoped-for success to my Government being attained. Had I been directed to defend my position at every hazard and under all circumstances, I and the little band of brave hearts under my command would have freely sacrificed our lives in obedience to superior authority. I have never yet sought to evade any duty, never disobeyed an order, or been found wanting in loyalty to my Government and its flag. I may have erred, my judgment may have been at fault, but my conscience acquits me of either perpetrated or intended faithlessness to my country. I harbored no sympathy with the views and objects of the revolutionists, but sought alone to do my duty faithfully and efficiently until overpowered by a force I had no means of repelling. Had my loyalty to the Federal Government been at all questionable, it would have yielded to the tempting and seductive overtures made to me after the capitulation to enter the naval service of the seceding States. I refused to entertain such a proposition, and at once and peremptorily rejected every offer. My allegiance and duty to the Federal Government were explicitly announced with the expressed determination to die as I had lived, under the Stars and Stripes of my country.

It may not be inappropriate, in submitting this statement and accompanying papers, to refer to my service. For a half century on land and sea I have served my country. Twenty-three years of this time have been spent afloat, and whether ashore or afloat I have always striven to perform my duties acceptably and faithfully.

And now, when my life is fast drawing to a close, I have increased motives for avoiding everything calculated to imperil my hard-earned reputation, and can but feel acutely any imputation on the part of my fellow-citizens questioning my fidelity to a Government I revere and love, and my devotion to a flag I have ever been proud to serve under.

In conclusion permit me most respectfully to ask your consideration of the accompanying correspondence.

I now await your further orders.

I have the honor to be, your obedient servant,

JAMES ARMSTRONG,
Captain, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

[Enclosures.]

This is to certify that Commodore James Armstrong, of the U. S. Navy, surrendered the command and relinquished the possession of the navy yard at Warrington, Fla., on the 12th day of January, 1861, under the following circumstances and upon the following terms of

capitulation, to wit: A commission under authority of the governor of Florida, accompanied by an armed force very much superior in numbers and equipments to that under his command, the latter not being sufficient to enable him to defend the place, demanded its immediate surrender, with all the public property therein, which demand was acceded to with the understanding that he (the commandant) and all the officers and other citizens of the United States attached to the station who desire to move therefrom shall be freely permitted to do so, and to remove their families and all their private property at any time, or to remain on parole of honor.

In witness whereof we, the commissioners and the commandant above referred to, have hereunto set our hands this 12th day of January, 1861.

V. M. RANDOLPH, *Captain, Navy Yard,*
 RICHARD L. CAMPBELL,
Commissioners.
 JAS. ARMSTRONG,
Captain, U. S. Navy.

PENSACOLA NAVY YARD, *January 14, 1861.*

Commodore James Armstrong, of the U. S. Navy, has placed in my possession two packages, which were this day handed to him in my presence, sealed, by Lieutenant J. S. Saunders, of the U. S. Army. Commodore Armstrong delivered the papers to me, as he is regarded [as] a prisoner of war, and has been placed on his parole of honor.

V. M. RANDOLPH,
Captain, Commanding Pensacola Navy Yard.

Witness:

J. S. GONZALES,
Lieutenant, Pensacola C. [?] Troops.

PENSACOLA NAVY YARD, *January 16, 1861.*

Commodore James Armstrong, of the U. S. Navy, having given his parole of honor not to bear arms against the State of Florida, has permission to leave this place with his family and private property without hindrance or molestation.

V. M. RANDOLPH,
Captain, Commanding Navy Yard.

Letter from Captain Armstrong, U. S. Navy, late commanding navy yard, Pensacola, Fla., to the Secretary of the Navy, requesting court of enquiry.

WASHINGTON, D. C., *January 26, 1861.*

SIR: Having made my report to the Department on the capture of the navy yard at Pensacola, late under my command, I now have to request that a court of enquiry may be instituted to enquire into all the facts and circumstances of said capture, with the opinion of the court.

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

JAMES ARMSTRONG,
Captain, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Extracts from proceedings of a naval court of enquiry convened at Washington City February 8, 1861, to enquire into the surrender of the U. S. navy yard, etc., near Pensacola, Fla., by Captain James Armstrong, U. S. Navy.

By virtue of the authority contained in the act of Congress "for the better government of the Navy of the United States," approved April 23, 1800, I hereby appoint Captain George W. Storer president, Captains Elie A. F. Lavallette and Levin M. Powell members, and James M. Carlisle, esq., judge-advocate, of a naval court of enquiry which is ordered to convene in the city of Washington on Friday, the 8th instant, or as soon thereafter as practicable, for the purpose of enquiring into the circumstances connected with the surrender by Captain James Armstrong, of the Navy, on or about the 12th day of January, 1861, of his command and the public property under his charge at the navy yard near Pensacola, Fla. The court will report to this Department the testimony and evidence, the material facts which they deem to be established, and their opinion as to the propriety of the conduct of the said Captain Armstrong in the matter which is the subject of this enquiry.

Given under my hand and the seal of the Navy Department of the United States this 2d day of February, A. D. 1861.

[SEAL.]

ISAAC TOUCEY,
Secretary of the Navy.

Captain GEORGE W. STORER, U. S. Navy.

NAVY DEPARTMENT, *February 6, 1861.*

SIR: A naval court of enquiry, of which you are appointed judge-advocate, has been ordered to convene in this city on Friday next, the 8th instant, on which day, should you accept this appointment, you will report in person to the president of the court.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

WILLIAM B. B. CROSS, Esq.,
Washington, D. C.

[Endorsement.]

Reported February 8, 1861.

GEO. W. STORER,
President of the Court.

WASHINGTON CITY, *February 8, 1861—11:30 a. m.*

The court met pursuant to the foregoing orders. Present, Captain George W. Storer, Captain Elie A. F. Lavallette, Captain Levin M. Powell; William B. B. Cross, esq., judge advocate; Captain James Armstrong also present.

The judge-advocate, having read the orders convening the court, asked Captain Armstrong if he had any objection to any member named therein; to which he replied he had not. The court was then, in the presence of Captain Armstrong, duly sworn by the judge-advocate, and the judge-advocate was duly sworn by the presiding officer of the court.

The privilege of introducing his counsel, P. Phillips, esq., was here asked by Captain James Armstrong, and the same was granted by the court.

And then, at 12:30 o'clock p. m., the court adjourned to meet at 10 o'clock a. m. to-morrow.

WASHINGTON CITY, *February 9, 1861—10 a. m.*

The court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate; Captain James Armstrong also present.

The record of yesterday's proceedings was read over. The judge-advocate then read in evidence to the court the following documentary matter, being an official report,* with papers appended thereto, made by Captain James Armstrong to the Hon. I. Toucey, Secretary of the Navy. The report was admitted by Captain James Armstrong, in the presence of the court, to bear his signature, and to have been transmitted by him, with the copies of papers attached thereto, which copies he likewise admitted to be correct copies of genuine papers, to the Secretary of the Navy.

At this point of the proceedings Captain Armstrong presented to the court the following objection in connection with the letter last read:

I object to the paper purporting to be signed by V. M. Randolph on the 16th of January, 1861, as evidencing the truth of the fact therein stated, to wit: "Commodore James Armstrong, of the U. S. Navy, having given his parole of honor not to bear arms against the State of Florida," etc. This is not intended as a mere technical objection; the allegation that any such parole was given is wholly untrue. This paper was handed to me while on board the steamer at Pensacola, bound for Mobile, and its terms were not discovered by me until some time after I had left Pensacola. This, it will be perceived, bears date four days after the capitulation, and by the terms of that capitulation no such condition is mentioned.

JAMES ARMSTRONG.

The judge-advocate stated that he had not felt at liberty, in offering the report of Captain Armstrong and the papers annexed, to discriminate. Such a course might have been attended with injustice to Captain Armstrong. The paper referred to relates to a fact intimately connected with and a part of the subject-matter to be enquired into by this court, and, as affecting Captain Armstrong's conduct, is evidence of what is recited therein, it having been appended by Captain Armstrong himself to his own report, and thereby made a part thereof, and submitted without explanation as a narrative of occurrences that transpired in connection with the surrender of the navy yard. If there be error or mistake therein, Captain Armstrong can be allowed to correct the same by proof, or to explain it hereafter in his statement to the court; but the paper itself, being part of the official report, should be admitted with it as evidence for what it is worth.

Captain Armstrong, with the permission of the court, objected further, as follows:

The objection that what Randolph says in his paper of the 16th as to my having given my parole of honor can not be received as evidence rests upon principles of law too plain and familiar to be denied.

It is not denied that the fact is relevant to the enquiry before the court, but the fact must be proved according to the principles of law. Nor will it do to say we will admit the fact is proved by Randolph, and then, if untrue, Captain Armstrong can disprove it.

Nor can it be properly said the paper can be admitted for what it is worth. The question whether or not the paper is evidence must be made when the paper is introduced.

It is said that Captain Armstrong, having sent the paper to the Department without explanation, has thereby made it evidence against him. But this certainly can not for a moment be entertained as a just conclusion of law. The report of all the facts was made by him in his letter to the Secretary, and he deemed it proper, while fully vindicating and asserting the propriety of his action, in order to possess the Secretary with a full knowledge of the anomalous condition of affairs existing at Pensacola to send in all the papers and letters in his possession which could shed

* For Armstrong's report, with enclosures, see pp. 16-18.

light upon the transaction. But surely in doing this he did not intend to vouch for the truth of anything except as to those transactions in which he was himself concerned.

JAMES ARMSTRONG.

The judge-advocate asked leave to reply to the last objection of Captain Armstrong, as the first one urged by him (Captain Armstrong) gave irregularly a statement of facts rather than legal objections to the admissibility of the evidence. The rule is, undoubtedly, as alluded to by Captain Armstrong, that what one person says can not be adduced in evidence against another. But one of the well-recognized exceptions is when a statement affecting a party is made by another person in his presence and hearing and is not denied or qualified by him. By failing to do either he may be taken to assent to its truth, and the effect of the proof is only to establish an admission coming from the person addressed. The present case is a strong illustration of the exception contended for; and Captain Armstrong, in receiving and transmitting this paper with his report as a part of the history of the surrender of his command, without correction or any allusion to its inaccuracy, must be taken to have endorsed its truth, subject to explanation, as before stated.

The court was cleared for deliberation, and decided that the objection be not sustained.

The court was reopened and the decision announced.

LEWIS WARRINGTON, a witness called by the judge-advocate, was then duly sworn.

By the JUDGE-ADVOCATE:

Question. Were you on duty or present at the navy yard at Warrington, near Pensacola, on or about the 12th of January last? If yea, in what capacity?

Answer. I was there at that time on duty as paymaster of the yard.

Question. Who was in command of said navy yard at the time referred to?

Answer. Commodore James Armstrong.

Question. State as concisely as you can, and in the order of their occurrence, the circumstances that immediately preceded and attended the surrender of the navy yard and public property at that point by Captain James Armstrong.

Answer. The troops came down to the yard about 12 o'clock on the day of the 12th of January. The two officers came into the yard and told the commodore they wished the surrender of the yard. Commander Farrand went to the yard gate and came in with them. Beyond that I do not know what transpired, except that afterwards, when walking in front of the office of the paymaster, I heard Lieutenant Renshaw give an order to William Conway, seaman, to haul the flag down. Don't know by whose direction same was given. The flag was on the staff near the center wharf. Conway was an American and alone. Shortly afterwards Commodore Armstrong told me he had surrendered. Commander Farrand was then attached to the yard as executive officer.

Question. What, if any, was the force, at the time of the surrender, under the command of Captain Armstrong?

Answer. There were 260 men—officers and marines—under his command in the yard and on shipboard. In the yard there were 80 ordinary men, 40 marines, and 60 men, about, in each of the two vessels—the *Supply* and *Wyandotte*. The *Wyandotte* is a steamer with four or six battery guns. The *Supply* is a storeship; had two guns used for signals. Lieutenant Berryman commanded the *Wyandotte*, Commander Walke the *Supply*.

Question. What was the character of the force brought against the navy yard prior to its surrender by Captain Armstrong, as regards numbers, discipline, and equipments?

Answer. There were about 600 or 800 men. They were armed with muskets; had no fieldpieces. Can't speak as to discipline. They came from Alabama, and a part, say about 100, from Florida.

Question. What was the condition of Captain Armstrong's command at the time referred to, as regards discipline, subordination, and general efficiency?

Answer. The discipline and subordination was about the same that I have seen in other yards. There was no disaffection that I knew of.

Question. When was it first known at the navy yard, or in the immediate vicinity thereof, that a hostile force was about to march, or had marched, against the yard to attack it?

Answer. It was talked about a week before they took the yard that a force would leave for Pensacola to take the yard.

Question. State whether any, and, if any, what, preparations were made by Captain Armstrong, or any one under his authority, for the defense of the yard and the public property thereat.

Answer. I do not know of any.

Question. Were any such arrangements of a special character made, to your knowledge, from the 9th to the 12th of January, inclusive?

Answer. There was not.

Question. Describe briefly what facilities, if any, the navy yard offered for defense.

Answer. There was none. The navy yard was enclosed by a brick wall about 2 feet high, except on the water front.

The examination of this witness was here suspended, his testimony read over to him, and then, at 1 o'clock p. m., the court adjourned, to meet again at 10 o'clock on Monday, the 11th instant.

WASHINGTON CITY,
Monday, February 11, 1861—10 a. m.

The court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate; Captain James Armstrong also present.

The record of Saturday's proceedings was read over and the examination of LEWIS WARRINGTON, paymaster, the witness under examination when the court last adjourned, was resumed.

By the JUDGE-ADVOCATE:

Question. What were the usual approaches to the navy yard, and by what route did the Alabama and Florida troops approach, and could the same be commanded by the guns of the vessels from the bay?

Answer. The troops came by the route by the bay shore, crossing the bridge, the usual road from Pensacola. I should not think it could be commanded by the guns of the vessels from the bay.

Question. What disposition was made of the public property and accounts in your possession, and did you receive any command in relation thereto; and if any, from whom, and what was it?

Answer. I received no orders from anyone connected with the navy yard. A part of my accounts I have, and a part I have not. The property was all left there. The

property was taken possession of by Captain Randolph. There was no person to give me any receipt except for \$700 or \$800 given by Mr. Gonzales by order of Captain Randolph. I do not now know where that is.

By the COURT:

Question. Was there a saluting battery at the yard? If so, what number of guns composed it?

Answer. There was one, consisting of twenty-four guns. They were small guns, 9 or 12 pounders.

Question. You have stated, in the answer to the question to "describe what facilities were at the yard for defense," that you know of none. Do you not consider the *Wyandotte* and the *Supply*, in front of the yard, the saluting battery and the marines, seamen and crews of the vessels, composing 240 men, facilities which might have been made use of in the defense of the yard and the public property?

Answer. No; I do not. They could be used, but were not enough, I think, to defend it.

Question. Did you consider yourself a prisoner after the surrender? If so, how did you get a release?

Answer. I was told by Captain Randolph to consider myself a prisoner of war on parole. He sent me, when I left, a parole, which I now have.

Witness produced the paper, which was as follows:

PENSACOLA NAVY YARD, *January 14, 1861.*

Paymaster L. Warrington, U. S. Navy, having given his parole of honor not to bear arms against the State of Florida, has permission to leave this naval station with his private property without hindrance or molestation.

V. M. RANDOLPH,

Captain, Commanding Navy Yard.

The witness then added, "I have no recollection of giving my parole."

By Captain ARMSTRONG:

Question. In speaking of the force of the yard you say there were 40 marines, 80 ordinary men, and about 60 on each of the vessels, the *Supply* and *Wyandotte*. Do you know that a day or two before the 12th some 30 of the ordinary men had been sent to Fort Pickens to strengthen that post?

Answer. I do not know the fact of my own knowledge. I was ordered to send over small stores for about 30 men whom Commander Farrand said had gone to Fort Pickens.

Question. You say it was talked about a week before the 12th that troops would be sent from Alabama to take the yard. Did you regard this as authentic information, or as mere idle rumor?

Answer. I did not consider it authentic information. I considered it mere idle rumor until about two days before they did come.

Question. Have you any reason to know that Commodore Armstrong had any information which would authorize the belief on his part that the yard would be assailed prior to the day when the troops came?

Answer. No, sir; I have none.

Question. You were asked if any special arrangement was made by Commodore Armstrong for the defense of the yard and replied in the negative. Could any such have been effectively made by him?

(The judge-advocate objected to this question as inviting an opinion rather than facts. The opinion of the witness objected to. The court decided that the witness must state the facts, if any, or condition of things, which precluded arrangements of the character referred to being made by Captain Armstrong for the defense of the yard.)

Answer. It was not within my province to know about the defense. I can not state any facts or circumstances that would have prevented the defense of the yard.

Question. Do you mean to be understood by anything you have said that Commodore Armstrong was derelict in his duty in guarding the public property, or that he had omitted to do anything which an officer in his position ought to have done?

Answer. No; I do not.

Question. Besides the 600 or 800 men who came to the yard, have you any reason to believe that there were other forces at Pensacola, and that the citizens themselves were in a state of revolt?

Answer. I have no reason to suppose the citizens were in revolt. I saw another company at Pensacola three or four days after the capture of the yard, but do not know that it was there at the time of the capture.

Question. Where were the *Supply* and *Wyandotte* at the time of the surrender?

Answer. I think they were lying off Fort Pickens.

Question. Did not the ordinary men of the yard immediately after the surrender associate and sympathize with the capturing party?

Answer. I do not know.

Question. I ask the same question in reference to the other employés of the yard.

Answer. I do not know. We, the officers, were not allowed to go out of the gate for two days.

By the COURT:

Question. Were the ships, when at anchor off Fort Pickens, within signal distance from the yard?

Answer. They were.

The testimony of this witness taken to-day was then read over to him, and then, at 12:30 o'clock p. m., the court adjourned to meet again at 10 o'clock a. m. to-morrow:

WASHINGTON CITY, *February 12, 1861—10 a. m.*

The court met pursuant to adjournment. Present all the members; William B. B. Cross, the judge-advocate; Captain James Armstrong also present.

The record of Monday's proceedings was read over.

JOSIAH WATSON called as a witness by the judge-advocate.

By the JUDGE-ADVOCATE:

Question. Were you on duty or present at the navy yard near Pensacola on the 12th of January last? If so, in what capacity?

Answer. I was on duty there on the 12th as captain of marines.

Question. Who was in command of that navy yard at that time?

Answer. Commodore Armstrong.

Question. State as concisely as you can, but in some detail, the circumstances, in the order of their occurrence, that immediately preceded and attended the surrender of the navy yard and the public property at that point by Captain Armstrong.

Answer. About breakfast time—8 or 9 o'clock—the commodore sent for me, and the messenger who came for me told me that the commodore directed that all the marines

should be under arms and ready for immediate use and service. I got the men under arms, muskets and bayonets complete, and then went up to report to the commodore in person, leaving the men at the barracks. When I reached the commodore's office he told me that he had heard a body of men were coming toward the yard; that he did not know whether it was true or not, but that he wished me to be ready all day until further instructed. We had at that time a sergeant and a corporal and three privates stationed at the north gate, with instructions not to let any strangers come in unless passed in by an officer of the yard. That guard had been there with these orders ever since the Tuesday before; the 12th was Saturday. The large gate was kept closed and the small gate, or wicket gate, only was kept open. The north gate and wicket gate were one, and were on the north side of the yard, 50 yards from the beach. There was another gate on the west side. After seeing the commodore on Saturday I returned to the barracks; and it might have been about 1:30 o'clock the commodore sent for me again. I met him coming out of his gate. The commodore told me that he had surrendered, and asked me to go into Captain Farrand's quarters with him, where the commissioners were. Arriving there I was introduced to the commissioners—Colonel Lomax, Captain Randolph, and Mr. Campbell, commissioners upon the part of Florida. Captain Randolph used to be in the Navy of the United States. Commodore Armstrong then handed over the key of the magazine to Colonel Lomax, the commanding officer of the attacking force. Colonel Lomax replied [that] he received the key in the name of the State of Florida and for the use of that State. Shortly afterwards Colonel Lomax came down and took possession of the marine barracks and all the public property. He came not with troops, but with his aids. I had my arms stacked. He told me he wanted to quarter 300 men in the barracks. I moved my men, 38 in number, into two rooms, and he occupied the rest of the barracks, except the house I occupied. We had on hand 100 muskets and 3,000 cartridges at the barracks; had furnished Lieutenant Slemmer a few days before—I think the Friday before—with 1,000 cartridges. By 2 o'clock we were all prisoners in the barracks, and we were not allowed to go out or in without the permit of the captain of the company at the gate. He had sentries placed all around the barracks. Colonel Lomax gave me a receipt for all the public property delivered up.

Question. Did you ever understand from Captain Armstrong prior to the surrender what would be his course if called on to give up his command and the public property? If yea, state what that was.

Answer. I never did. The commodore had told me to be always ready, day and night, for any orders or any emergency that might happen. The usual guard at the north gate was one sentry. The addition was made by Captain Armstrong, as before stated.

Question. What point on the road from Pensacola had the State troops reached before their approach was known to you at the yard?

Answer. I was on duty at the barracks and did not see them approach. The first I knew of their coming was as I before stated.

Question. Was it the duty of the guard at the gate to report the advance of any hostile force? If yea, to whom should the report have been made?

Answer. The orders to the guard at the gate were to give the alarm by firing a musket if at night, and sending a messenger, and if during the day by sending a messenger to the commandant of the yard, also to Commander Farrand and to the barracks.

Question. Did you receive any report of the approach of the force by messengers?

Answer. I did not.

Question. What part did each of the other officers of the command take in the surrender of the yard?

Answer. I do not know. I was at the barracks until sent for by the commodore. It was reported to me by the corporal, officially, that Commander Farrand had passed in the commissioners at the gate. I did not see the flag hauled down.

Question. State as accurately as you can what force Captain Armstrong had under his command at the time of the surrender.

Answer. The marine guard consisted of myself as captain of marines, 4 sergeants, 3 corporals, 1 fifer, and 29 privates; total, 38. Some of the marines had been sick,

but on the 12th they were all out and on duty. There were some ordinary men, but how many I can't say; we generally averaged about 40 to 50. The *Wyandotte* and the *Supply* were at Fort Pickens on the 12th. I think the crew of the *Wyandotte* was 60 and that of the *Supply* 35 men.

Question. What cannon were at the yard available for defense, and what guns were on the vessels?

Answer. There were several old guns, four of them from the *Fulton's* battery, which was wrecked there. There was a saluting battery on the north beach—about twenty guns in all—old guns that had been used a long while. I can't state the caliber; they were carronades; we had no fieldpieces.

Question. What was the character of the force brought against the yard prior to the surrender thereof by Captain Armstrong as regards numbers, discipline, and equipments?

Answer. There were about 650 men in all. They were uniformed companies. All well equipped with muskets and revolvers, except the cavalry, who had the usual arms. Three hundred went to the barracks and were quartered there; one company to the large guard room at the north gate; one company to the assistant surgeon's house, and the balance, some three companies, went to the Barrancas barracks. One of these three was a horse company. There was one artillery company in the command, but it had no field guns.

Question. What was the condition of Commodore Armstrong's command about the time of the surrender, as respects subordination; and was there any disaffection among men or officers that impaired the efficiency of his command?

Answer. I will speak of the marine guard and say that it was well disciplined, and every man perfectly reliable for any duty he might have been called on to do. I know of no disaffection prevailing among the rest of the command.

Question. When was it first known in the yard that a force had marched, or was about to march, against the yard?

Answer. I can't say. We had at times rumors, but I never knew when they arrived until as before stated.

Question. Were any other arrangements than those you have already referred to made by Captain Armstrong for the defense of the yard; and if any, what were they?

Answer. I do not know of any others.

Question. By what route did the hostile force approach the yard, and could the vessels in the bay approach the same at any point near enough to command it with the guns?

Answer. The troops came by the ordinary road from Pensacola, crossing two bridges to the north gate. Can't say how near the vessels could come in, as the water is shallow. The draft of the vessels I do not know, but think it was about 12 or 15 feet.

Question. Do you know of any acts of cooperation on the part of Captain Armstrong and his command with Lieutenant Slemmer, U. S. Army? If so, state their character.

Answer. None of my command were sent to Fort Pickens. I understood that on Wednesday night some thirty ordinary men were sent over in launches, but did not see them go. I missed some of the men from the yard afterwards.

By Captain ARMSTRONG:

Question. Had not the magazine been taken possession of prior to the meeting when you say the commodore gave up the key to the commissioners?

Answer. I have no personal knowledge. I could only answer by hearsay.

Question. Have you any reason to know that Commodore Armstrong had any reliable information that the yard would be assailed prior to the actual investment of it?

Answer. No, sir; I have not. I do not think that he had.

Question. What was the character of discipline maintained in the yard? Was there any lack of care in the preservation or defense of the public property while under Commodore Armstrong's command?

Answer. There was no lack of such care on Captain Armstrong's part. Everything went on at the yard after his arrival as prior to it.

Question. Could any effective resistance have been made under the circumstances which you have narrated? In other words, if every officer and man had been willing to sacrifice his life in the defense of the yard, could it have been preserved from the attacking force?

(This question was objected to by the judge-advocate on the grounds presented yesterday to a similar enquiry calling for the opinion of the witness, and the court sustained the objection.)

By the COURT:

Question. How long were you detained as prisoners, and on what terms were you released, and by what authority?

Answer. On Saturday at half past 1 o'clock p. m. we were taken prisoners. On Sunday morning Captain Armstrong sent for me, and told me that the *Supply* had come in under a flag of truce from Fort Pickens and would take to New York all of the marines and such of the other officers as wished to go. Captain Walke, of the *Supply*, told me Monday he was ready to move the men aboard, and I sent the men aboard the ship and turned them over to Captain Walke. I remained until Monday and went to Mobile then and returned by the land route. On the day I left Mr. Shipley, secretary or clerk to Captain Randolph, brought me this paper from Captain Randolph, and signed by him:

"PENSACOLA NAVY YARD, *January 16, 1861.*

"Captain Josiah Watson, of the U. S. Marine Corps, having given his parole of honor not to bear arms against the State of Florida, has permission to leave this place with his family and private property without hindrance or molestation.

"V. M. RANDOLPH,

"*Captain, Commanding Navy Yard.*"

I never read this paper and had no occasion to use it on leaving. I never gave my parole. I was told by Colonel Lomax that I was on parole. I said nothing in reply. Mr. Shipley told me this paper might be of service to me in passing through Alabama and Georgia home.

By the JUDGE-ADVOCATE:

Question. What is the relative position of the magazine to the navy-yard enclosure, and was any guard placed thereat, or at any other point distant from the yard prior to the surrender?

Answer. The large magazine, the one of which I have been speaking, is out of the yard enclosure a half mile from the north wall. No guard, to my knowledge, was ever placed thereat, or anywhere beyond the yard enclosure.

By Captain ARMSTRONG:

Question. Are you certain that it was Commodore Armstrong who sent you the message about embarking the marines on board the *Supply*?

Answer. I am.

The testimony of this witness was then read over to him.

ELBRIDGE LAWTON, a witness called by the judge-advocate, was then duly sworn, and examined as follows:

By the JUDGE-ADVOCATE:

Question. Were you on duty at the navy yard near Pensacola on the 12th of January last? If so, in what capacity?

Answer. I was, as superintendent of the machinery of the United States steamer *Fulton*. My position is chief engineer in the Navy.

Question. Who was in the command of the yard at that time?

Answer. Commodore Armstrong.

Question. State as concisely as you can, but in some detail, and in the order of their occurrence, the circumstances that immediately preceded and attended the surrender of the navy yard and public property at that point by Captain James Armstrong.

Answer. The night previous to the taking of the yard I heard men were on their way from Montgomery, Ala. I heard they were expected in the train at 9 o'clock. I did not mention this to Captain Armstrong; I did to Captain Watson. Mr. James, on duty as engineer in the yard, told me next morning about 9 or 10 o'clock that they had arrived. About 12 o'clock I was standing in conversation with Commander Farrand, and a watchman came from the direction of the gate next to Woolsey, the north gate, to Captain Farrand and said, "They are here," or "They want you," or words to that effect, and he broke off immediately and said, "I have to go." He went in the direction of the north gate. As he started off I said, "Are the troops here?" and he said, "Yes." I followed on close behind him and arrived at the gate just after him. There were two gentlemen standing inside the gate in citizen's dress—Captain Randolph and Mr. Campbell. Captain Randolph, I understood, was acting as commissioner for the State of Alabama and Mr. Campbell for that of Florida. Commander Farrand shook hands with them very cordially; seemed to know them well, and had some conversation with them—a few words. I did not hear the words. I passed on out of the gate, and Commander Farrand turned back with them and went up the yard. I went out of the yard to see the troops. About a fourth of a mile off from the yard saw them. I returned to the yard, and as I entered the gate Commander Farrand was returning with Captain Randolph and Mr. Campbell. They passed out, and at that time Colonel Lomax, with his aids, was riding up toward the gate, leaving the troops where they first stood. Captain Randolph and Mr. Campbell had then an interview with Colonel Lomax and Commander Farrand. The gates were then opened and Colonel Lomax and his aids rode in. I did not hear the conversation that passed. They went in the direction of the commodore's office, and went into the building in which the office is, and had been in there about five minutes when Lieutenant Renshaw called the watchman and said to him, "Haul the flag down." Colonel Lomax and party then came out again, went out [of] the yard and marched in the troops. I did not see the flag hauled down; could not see it done from the position I was then in. Saw afterwards that it was down. The troops came in at the north gate and marched around to the west gate, and there they halted. I passed out the small gate and went to see Captain Watson, who was standing at the barracks with some of the marines; can't say they were under arms. I had some conversation with him and he said, "Here comes the officer I am to surrender to." Colonel Lomax rode up and dismounted, and he and Captain Watson passed in under the arch. No conversation had occurred between them. I then went into the yard again. I saw Commodore Armstrong soon after the flag was ordered to be hauled down. I asked him if I could leave the yard, and told him I wanted to go to Washington. He said he had no control over me; that his functions had ceased as commander of the yard, and I could go where I pleased. I supposed from that I could go, but when I attempted that evening to go I was prevented from passing by Colonel Lomax.

By the COURT:

Question. Do you know if any other flag was hoisted in the place of the one taken down?

Answer. I did not notice that one was hoisted on that day. On Sunday I saw one hoisted. It was a dingy white flag; looked like an old signal flag with a star put on it.

Question. How far could a body of troops marching on the yard be seen from the gate or any other part of the navy yard?

Answer. By the road the troops approached they could be seen for a third of a mile, as the road is in a direct line. If they left the road and went into the woods they could approach much nearer before being seen.

By the JUDGE-ADVOCATE:

Question. Did you ever understand from Captain Armstrong, prior to the arrival of the troops, what was to be done in the event of their coming? And if so, state what that understanding was.

Answer. Nothing whatever was so understood by me.

Question. State whether any, and, if any, what, arrangements were made by Captain Armstrong, or others under his authority, for the defense of the navy yard and the public property thereat, and especially as between the 9th and 12th of January, inclusive.

Answer. I have no personal knowledge. I only know what Captain Watson told me he was doing under orders.

Question. What was the condition of Captain Armstrong's command in respect of subordination, and was there, to your knowledge, any disaffection therein?

Answer. I know of no disaffection among the officers, except it be in the case of Mr. Gonzales, the naval storekeeper, who was a secessionist, and talked openly about secession and appeared anxious to bring about secession and the capture of the property there. He said they would capture it, and were right to do so. He was not at all loyal; he furnished provisions out of his own house to one of the companies after the surrender. I do not know of any further disaffection among the officers. I said at the time the order was given to haul down the flag, to Lieutenant Renshaw, "I had hoped I would never live to see the day when that would happen." He replied, "I am not hauling it down to an enemy; I am hauling it down to our own people." I replied I did not know any such people myself. The master machinist of the yard, James Doyle, was by at the time, and when he heard the order given said that that was right, and he was glad to hear that order given. He had also denied to me that any troops had arrived, and when I mentioned that Mr. James had told me they had arrived he said, "Well, I am like the telegraph office or company, and don't tell secrets." It was almost impossible to find out whether troops had arrived at Pensacola or not. I asked a great many who ought to have known and they denied it. All the master workmen except the painter were disaffected. I can't speak as to him. The mechanics, I judge 200 in all—120 whites, the balance blacks—under the master workmen, I can't speak of, except that after the surrender they fraternized with the capturing force; I mean as a body; there were some few exceptions. I know nothing of the men in ordinary. There was no disaffection among the marines.

Question. What was the strength of the force brought against the navy yard prior to its surrender?

Answer. About four hundred.

By Captain ARMSTRONG:

Question. Was the population of Woolsey and Warrington all disaffected toward the Government and countenancing and encouraging the movement against the yard?

Answer. I think not. I know that all of them were not. I can not say that a large portion even were disaffected. I only know that after the surrender most of them appeared to be on the side of the insurgents. Those who were not remained passive. I know that Mr. Saint made himself unpopular by trying to form a company to defend the yard, and was driven off after the surrender by Major Chase.

(Commodore Armstrong here requested the judge-advocate to note that he desired to ask this witness the same question that was put to the last witness, and objected to, relative to his opinion of their ability to defend the yard at any cost of life.)

Question. How did you get away? Did you give any parole?

Answer. I did not give any parole. I had a permit signed by Captain Randolph; this is it:

"Permit Engineer Lawton and Engineer Musgrave to pass with their effects out of the navy yard.

"V. M. RANDOLPH,

"14TH JANUARY, 1861."

The date here should have been on the 13th; it was delivered to me Sunday, the 13th.

The testimony of this witness was then read over to him, and the court then, at 3:15 o'clock p. m., adjourned to meet again to-morrow morning at 10 o'clock a. m.

WASHINGTON CITY, *February 13, 1861—10 a. m.*

The court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate; Captain Armstrong also present.

The judge-advocate having been prevented by indisposition from writing up the record, the court, to allow him an opportunity to do so, then adjourned to meet again to-morrow morning at 10 o'clock a. m.

WASHINGTON CITY, *February 14, 1861—10 a. m.*

The court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate; Captain James Armstrong also present.

The record of the proceedings of the 12th and 13th February were then read over.

Captain JOSIAH WATSON, a witness previously examined, was then recalled by the judge-advocate and interrogated as follows:

By the JUDGE ADVOCATE:

Question. You stated in your previous examination that when Captain Armstrong handed the key of the magazine to Colonel Lomax the latter replied he "received it in the name of the State of Florida," etc. What had Captain Armstrong said previously? And state generally what passed at that interview relative to the surrender of the navy yard or magazine.

Answer. He handed the key and merely said he turned over to him the keys of the magazine. There was no other conversation that I heard relative to the surrender of the yard or magazine. The yard itself had been surrendered previously.

Question. Do you know that a request was ever made by Lieutenant Slemmer, U. S. Army, in command of Fort Pickens, of Captain Armstrong, that if he had determined to capitulate he would send him (Lieutenant Slemmer) the marines to aid in the defense of Fort Pickens?

Answer. I do not.

Question. Do you know who were present at the interview between Captain Armstrong and the commissioners when the surrender took place?

Answer. I do not know.

By the COURT:

Question. How long before the surrender of the yard had Lieutenant Slemmer left Fort Barrancas to occupy Fort Pickens?

Answer. I think he went over Tuesday or Wednesday night prior; I think Wednesday. I understood that men and launches were sent down from the yard to aid him, and that the *Wyandotte* towed them over.

Question. How long before the surrender of the yard did the *Supply* and *Wyandotte* go over to Fort Pickens?

Answer. The *Supply* went over on the Thursday before; the *Wyandotte* Friday.

ELBRIDGE LAWTON, chief engineer, a witness previously examined, was then recalled by the judge-advocate, and interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Do you know how your pass or permit to leave came to differ from the others granted? If so, state how.

Answer. I do not know, unless it was that my name did not appear upon the roll of the yard. I did not muster with the officers of the yard.

This testimony was then read over to the witness.

WILLIAM MUSGRAVE, a witness called by the judge-advocate, was then duly sworn.

By the JUDGE-ADVOCATE:

Question. Were you present at the U. S. navy yard near Pensacola, Fla., on the 12th of January last? If so, were you on duty, and in what capacity?

Answer. I was there at that time on duty as assistant engineer to Mr. Lawton.

Question. State briefly what material circumstances connected with the surrender of the yard on that day by Captain Armstrong came under your notice.

Answer. On the morning of the 12th, between 10 and 11 o'clock, in the company of Mr. Lawton I met Commander Farrand, and someone came up and mentioned, "They are at the gate." I was with Mr. Lawton nearly all the morning, until about 3, and saw only what he saw. I have heard his testimony read and can add nothing additional to it from my own knowledge, except that I had been informed by Mr. Lambertson, the postmaster at Warrington, that the troops would be down at the yard that evening—Friday, the 11th. I mentioned it to Mr. Lawton; I did not mention it to Captain Armstrong; and further, that when Colonel Lomax and his aids came out of the commodore's office they did not go immediately out of the yard, but went over to Commander Farrand's house and remained there a half hour or so. That was before the troops were brought in.

Question. What was the strength of the force brought against the yard?

Answer. About 400 men. There were six or seven companies with about 70 men in each, as near as I could judge. They all came in the first place against the yard, and were then afterwards distributed at the yard, the magazine, and Fort Barrancas.

Question. Do you know of any disaffection in the command of Commodore Armstrong? If so, state its character and extent.

Answer. Most all of the master mechanics were secessionists; I judge so by their talk; I have heard them say, "We will soon have the yard and you will be put out of it." I never heard anything from the officers, but it was generally reported in the yard that Mr. Gonzales, Commander Farrand, Lieutenant Renshaw, and the chaplain, Mr. Thomas, were secessionists.

Question. Are you aware of any special arrangements made by Captain Armstrong for the defense of the yard, especially between the 9th and 12th of January, inclusive? If so, state them.

Answer. No, sir; I am not aware of any, except that a few days before the yard was taken we, the residents of the yard, were required in passing in and out to have the countersign, which was not so before.

Question. Have you any knowledge that men were sent from the yard to Fort Pickens? If yea, state when they were sent, how, and their number and character.

Answer. I was on board the steamer *Wyandotte* Wednesday or Thursday prior to the 12th, in the afternoon between 4 and 5 o'clock. There was excitement aboard in consequence of the master machinist of the navy yard, James Doyle, dropping overboard an important part of the machinery, which had been in repair at the shop.

They supposed it had been done purposely, and it was not recovered. And about an hour after I went some thirty or thirty-two men in ordinary came aboard. It appeared to be kept secret where they were going. I do not know where they went. I know they left in the *Wyandotte*. The next morning the vessel was off Fort Pickens, and during that day the vessels were engaged in moving Lieutenant Slemmer and his command from Fort Barrancas to Fort Pickens.

By Captain ARMSTRONG:

Question. When the message was given, "They are at the gate," did Commander Farrand seem to understand the meaning of the words, and act on the information?

Answer. The impression made on me was that he knew they were coming. He had been standing there some time before the message came, and when he received it he left abruptly and went away.

The testimony of this witness was then read over to him, and JOHN L. PORTER was then called as a witness by the judge-advocate, and duly sworn.

By the JUDGE-ADVOCATE:

Question. What is your position in the Navy, and were you present on duty at the U. S. navy yard near Pensacola, Fla., on the 12th of January?

Answer. I am naval constructor. I was present on duty at the yard at that time.

Question. State as briefly as you can such material facts connected with the surrender of the yard as came under your observation.

Answer. On the morning of the 12th (Saturday) a couple of workmen, ship carpenters, came to my house early, about sunrise, and stated that a force had come to take the yard. I came out as soon as I had had my breakfast and heard in the yard that the force was then on its way to take the yard. The men I spoke of came from Warrington and had heard there of the arrival of troops and that they were coming down to take the commodore prisoner. At 1 o'clock I was at the muster office, and when the roll was called but few of the workmen answered. I heard the troops had arrived. I went up the yard and saw the officers ride in; Commander Farrand conducted them in; they went to the commodore's office. I went to see the troops, and when I came back the flag had been hauled down. The troops then marched in and went to the marine barracks and the barracks at Barrancas. I heard no conversation that passed between the commissioners and Captain Armstrong relative to the surrender.

Question. What was the strength of the force brought against the yard?

Answer. About 350 men. I noticed them particularly—I mean in the column that halted in front of the yard. I do not know how many went to the magazine. I do not know of my own knowledge that any went there. I counted the companies and averaged the men. There were seven companies, and averaged about 50 men each—two from Montgomery, Ala., two from Wetumpka, Ala., and one from Lowndes, Ala., and two from Pensacola, Fla. All were uniformed companies except one from Pensacola; that was a new company. One of the Pensacola companies was part mounted and part on foot, and had double-barreled guns. The rest of the companies were well armed with rifled muskets and revolvers; they had no artillery. On Sunday a large uniformed company of 60 men came from Alabama, and on Wednesday following 350 more troops arrived by the *Oregon*, mostly from Mississippi, and on Thursday the steamer *Oregon* brought over from Mobile 300 or 400 more men; so that by that night they had 1,000. The steamer passed in between the forts and the yard.

Question. What number of men were there in ordinary at the yard at the time of its surrender, or had been there shortly before the surrender?

Answer. I should judge that there were sixty men in ordinary at the yard before the surrender. Before its surrender thirty of them had been sent to the fort. They were sent about three days before the surrender. They were sent to aid in the transportation of stores and munitions of war from Fort Barrancas to Fort Pickens. They

had a large coaling lighter with them belonging to the navy yard to carry the stores, and the *Wyandotte* towed them backward and forward.

Question. What knowledge have you of any disaffection in the command of Captain Armstrong?

Answer. As far as the military officers of the yard were concerned, I believe they were all loyal; but as regards the civil officers, the storekeeper, the master workmen, and all the clerks of the yard were strong secessionists. They used to say boldly in the yard that it would be taken possession of just as soon as Alabama and Florida went out of the Union. They, the master workmen, the clerks, and a few of the workmen, had joined an association pledged to sustain the Southern Confederacy when formed. The mechanics generally were strong Union men.

Question. What arrangements were made or directions given, to your knowledge, by Captain Armstrong for the defense of the yard, especially between the 9th and 12th of January?

Answer. Nothing that I know. I had an order from the commodore to hurry up the work on the *Wyandotte* and get her out of the dock as soon as possible. This was given on the Monday or Tuesday previous to the Saturday on which the yard was taken. The vessel was got out on Tuesday, took her powder on board Wednesday, and on Thursday she assisted in moving stores from Barrancas to Fort Pickens.

By Captain ARMSTRONG:

Question. What was the condition of the population of Woolsey, Warrington, and Pensacola in reference to the attack on the yard? Did they or not sympathize with and countenance the movement?

Answer. I do not think they countenanced the movement, but they were awed and afraid to express their opinion. The workmen from the yard on the day of the election, prior to the arrival of the troops, all voted in a body against the secession candidates in spite of an appeal from Colonel Chase, whom they hooted; and they defeated those candidates in that county by the large vote had at the yard. After secession they were intimidated by the leading secessionists, not by the military. They were afraid to oppose the movement. I do not think the commodore could have obtained the aid of a single workman to aid in the defense of the yard; not that they favored the movement, but that they were afraid to move against it.

Question. How long prior to the surrender was the election of which you speak?

Answer. About two weeks.

The testimony of this witness was then read over to him, and Lieutenant JOHN IRWIN, U. S. Navy, was then called by the judge-advocate as a witness, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you at the navy yard near Pensacola, Fla., on the 12th of January last, or in the vicinity thereof? If yea, in what capacity?

Answer. I was in the vicinity of the yard, at the village of Warrington, on the 12th, the day of the surrender, on leave of absence. I was that morning detached from the *Wyandotte* by Commodore Armstrong.

Question. Have you any knowledge of the circumstances attending the surrender of the yard? If so, state it.

Answer. I have no personal knowledge of what transpired in the yard, as I was not there at the time.

Question. When was it first known at Warrington on the morning of the 12th that troops were on their way from Pensacola to attack the yard?

Answer. It was known in the village early in the morning of the 12th that troops were on the way. The principal part of the inhabitants of the village were to act with them, and seemed well informed on the subject.

Question. State to what extent, if any to your knowledge, Commodore Armstrong cooperated with Lieutenant Slemmer in arranging for the defense of the public property at the yard and in the vicinity thereof.

Answer. I know that Commodore Armstrong on the 9th of January ordered the commanding officers of the steamers *Wyandotte* and *Supply* to anchor off Fort Barrancas to convoy the troops from Fort Barrancas to Fort Pickens. On the night of the 9th the fog was too great to do anything. At daylight on the 10th I took command of the boats of the *Wyandotte*, with a navy-yard lighter in tow, and proceeded to Fort Barrancas wharf; took on board the fieldpieces, the garrison, and all their effects. There were about forty-eight men, and with the assistance of the *Wyandotte* they were towed across the harbor and landed at Fort Pickens. Two boats of the navy yard, under the command of Sailing Master Pearson, were engaged that day in transporting the powder, 22,000 pounds, from Fort Barrancas to Fort Pickens. On the 11th the boats of the *Wyandotte* were engaged transporting the effects of the officers and men from Fort Barrancas to Fort Pickens. Lieutenant Erben, of the *Supply*, was in command of a boat from that vessel, and engaged on the 11th in destroying powder taken from Fort McRee. He destroyed 22,000 pounds by rolling the barrels into the sea. There were rumors of an attack that day, and we had not force enough to move the powder over the bay. Thirty of the men in ordinary were taken over by the *Wyandotte* and landed at Fort Pickens the evening of the 10th, to aid in the defense of that place. They carried with them 30 muskets, 4,600 cartridges and caps. A quantity of provisions were ordered by Commodore Armstrong to be landed at Fort Pickens, and on the 12th early in the morning they were landed.

Question. Where were the vessels, the *Wyandotte* and the *Supply*, at the time of the surrender of the yard?

Answer. I saw the *Wyandotte* under steam 300 or 400 yards from the wharf in the navy yard a short time after the surrender of the yard. She was heading to Fort Pickens. Shortly after that a signal was made from the *Supply* to take her in tow, and both vessels went to sea that afternoon and returned to the harbor of Pensacola under a flag of truce on the 13th.

Question. What was the strength of the crews of the *Wyandotte* and the *Supply*, and what number of guns had they aboard, and what was the caliber of the guns?

Answer. The *Wyandotte* had four 32-pounder guns of 27 cwt. and two Dahlgren howitzers. I do not know exactly how many men; I believe 72 or 73, all told, officers and men. The storeship *Supply* had two 32-pounders of 27 or 30 cwt. small guns. Should not judge from my own observation that the crew exceeded 36 men.

Question. How near could these vessels approach the beach at any point to the northeast of the yard by which ran the usual road or approach from Pensacola?

Answer. They could certainly approach within a quarter of a mile. The *Supply* drew 16 feet and the *Wyandotte* 13 feet.

Question. What was the distance of the road from the beach, and could the guns of the vessels from the bay command that approach?

Answer. The guns from the vessels in the bay would reach the road. The distance of the road varies; at the bayou it is narrow. The beach itself is the road.

Question. What disaffection, if any, was there in the command under Commodore Armstrong?

Answer. I know positively of disaffection among the employés of the yard, and of rumored disaffection among the officers. Some expressed a desire not to bear arms against the South.

Question. How far was this disaffection known to Captain Armstrong?

Answer. That I do not know.

Question. For how long a time had it prevailed in the yard?

Answer. I reached the village of Warrington on the 10th of December, where I resided. I found a good deal of excitement there then. The feelings of some of the

officers—Commander Farrand, Lieutenant Renshaw, and the naval storekeeper, Mr. Gonzales—were enlisted in behalf of the South. I know of no refusal to obey orders among officers or employés.

By Captain ARMSTRONG:

Question. You were asked if the vessels in the bay could not have commanded the approach by the bay road. If the vessels had been stationed for that purpose, could not the attacking party just as easily have reached the yard by another route?

Answer. The attacking force could have reached the yard by another route, but not so easily.

By the COURT:

Question. What was the armament of the steamer *Fulton*, and where were these arms deposited, if in the yard?

Answer. Four 32-pounders of 33 cwt. They were deposited in the artillery park of the yard. They were dismounted at the time of the surrender of the yard.

The testimony of this witness was then read over to him, and then, at 3 o'clock p. m., the court adjourned, to meet again to-morrow morning at 10 o'clock a. m., the 15th instant.

WASHINGTON CITY, *February 15, 1861—10 a. m.*

The court met pursuant to adjournment. Present, all the members; William B. B. Cross, the judge-advocate; Captain James Armstrong also present.

The record of the proceedings of yesterday, the 14th instant, were then read over, after which JEREMIAH H. GILMAN, second lieutenant, First Artillery, U. S. Army, was then called as a witness by the judge-advocate, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you present on duty in the vicinity of the U. S. navy yard near Pensacola, Fla., on the 12th of January last? If yea, state where and in what capacity.

Answer. I was at Fort Pickens on the 12th, as second lieutenant of the troops stationed there, under the command of Lieutenant Slemmer.

Question. What, if any, official intercourse had you with Captain Armstrong relative to the protection of the public property in the vicinity of the navy yard?

Answer. On the 7th of January Lieutenant Slemmer and myself, hearing that the troops were coming to take possession of the public property there, visited Commodore Armstrong to see whether he could unite with us in any way to defend the public property. We did the same thing on the 8th, and he decided, in the absence of instructions, that nothing could be done. On the morning of the 9th Lieutenant Slemmer received orders from the Headquarters of the Army to defend either of the forts, and was notified that the commandant of the yard had probably received instructions to cooperate with us. Lieutenant Slemmer and myself went immediately to see the commodore and found that he had received the same day orders, which he showed us. The paper* which appears in the record bearing date January 3, 1861, from I. Toucey to Commodore James Armstrong, is a copy thereof as I recollect. After some conversation the commodore agreed with us that Fort Pickens was the only place that could be defended by the united force of the Army and Navy stationed there. He promised us to furnish us with provisions, with what men he could spare; that the *Wyandotte* should tow us across to Fort Pickens from Barrancas that day, the 9th, at 1 o'clock, and that the *Wyandotte* and the *Supply* were to anchor near the Fort to assist us in protecting it. At 1 o'clock I went to the yard, Lieutenant Slemmer being at Fort Pickens, at which time the commodore said that the only assistance which he could render would be to furnish some provisions and allow the

* See p. 5.

Wyandotte to tow us across. I replied that this amount of assistance would not be enough to warrant us in going to Fort Pickens, and that I would report the fact to Lieutenant Slemmer before going over. I immediately reported to him, and he and myself returned at once to the navy yard. Mr. Slemmer stated to the commodore that this was not the assistance he had promised him in the morning; that he had it in his power to assist him; that he (Mr. Slemmer) had been deceived, and that in going over to Fort Pickens he had lost a whole day, which he might have spent in preparing Fort Barrancas for defense. The commodore then sent for Captain Farrand, Captain Berryman, and, I think, Lieutenant Renshaw. They came, and after some discussion it was agreed that the *Wyandotte* should tow us over at 5 o'clock p. m. that day. In this discussion the commodore stated he had very small means at hand (I think he stated some twenty or thirty marines and some seventy or eighty ordinary men), and that there was a hungry mob outside. Captain Farrand also stated the same, and said if they ordered away the marines they would be at the mercy of the hungry mob, to which we replied that even according to his own (Captain Farrand's) confession everything in the yard would be lost in two or three days. Captain Farrand also gave it as his opinion that it was perfectly useless to defend anything in the harbor, as a sufficient number of troops would swarm there in a few days to take any place, no matter what resistance we might make. Lieutenant Renshaw, either at this interview or another, said they were our own brethren who were coming against us, and spilling the blood of our own brethren was a very different thing from fighting a foreign foe, when several in the room (I can't state whether Captain Farrand was among them) exclaimed that that had nothing to do with the question. Captain Farrand took the ground that the yard and the forts had been shamefully neglected by the Government, and that in his opinion this neglect to reinforce the place showed that the Government, knowing the state of affairs in the South, did not expect the places to be defended against a large body of troops, which we had heard were then coming. The commodore in the interview said, "Great God, what can I do with the means that I have?" I do not recollect particularly anything else coming from the commodore.

The commodore also promised some ordinary men—as many as were good men—and referred to Captain Farrand and asked if there were not fifty good ones, and Captain Farrand said there could not be more than thirty young and active men. The commodore seemed anxious to afford us all the assistance in his power, and Captain Farrand anxious to withhold it. The *Wyandotte* did not come until next day. The officers then said that they had been detained by some accident to the machinery and by the fog. She then towed us across in a scow, which had been previously sent under the command of Lieutenant Irwin. On the way over the bay Captain Berryman turned over to Lieutenant Slemmer thirty ordinary men, who had been sent from the yard without arms or equipments of any kind or even a change of clothing. About the time we arrived at Fort Pickens some stores which I had made a requisition for the day before were sent from the yard. Either that day or the next Captain Berryman obtained from the yard some muskets and ammunition, but no clothing, for these men, and brought them to Fort Pickens. The *Supply* was anchored at this time, the 10th, and I think from the 10th to the 12th, near the fort. There was some correspondence at this time between Captain Slemmer and Commodore Armstrong as to where the vessels should go. We received, I think, on the 12th the supplies we wanted from the storeship.

Question. Where were the *Supply* and the *Wyandotte* at the time the yard was surrendered?

Answer. The *Wyandotte* was near the yard, nearly opposite to it, under steam. The *Supply* was about 500 yards from the beach, near the fort. I was on her at the time the flag was hauled down; I saw it.

Question. What, if anything, did Captain Armstrong say to you and Lieutenant Slemmer in regard to supposed disaffection in his command, officers or men?

Answer. I do not think he ever said anything about his men. Lieutenant Slemmer told him he thought the officers in the yard on whom he called for advice were badly affected toward the Government, and the commodore replied he thought he (Lieutenant Slemmer) was mistaken, and that these officers were still acting under their oaths to support the Constitution, and would be true until they resigned. We mentioned to the commodore that gentlemen had told us that volunteers could be raised outside for the protection of the public property; but the commodore did not think it advisable, and Captain Farrand objected to it very strongly. The Army officers as well as the commodore thought so, as it had not been done elsewhere, and no authority had been given for raising troops.

Question. Are you aware what, in the first instance, changed the mind of Commodore Armstrong as to sending you reinforcements?

Answer. I have only my own opinion as to that. The commodore, in the interview with Lieutenant Slemmer and myself, at first did not seem to remember that he had promised what Lieutenant Slemmer stated he had; but when Lieutenant Slemmer called his attention to a particular circumstance that seemed to remind the commodore of it.

Question. Are you aware that Lieutenant Slemmer ever requested that Captain Armstrong, in the event of his determining to capitulate, would send him further aid from the yard to enable him (Lieutenant Slemmer) to defend Fort Pickens? If yea, was it sent; and if not, what, to your knowledge, prevented it?

Answer. I have no personal knowledge of such request. I only know what Lieutenant Slemmer said.

By the COURT:

Question. What orders or information had Lieutenant Slemmer received, to your knowledge, on the 7th or 8th to induce him to visit Commodore Armstrong, and what information had you of dangerous designs against the forts or navy yard at that time?

Answer. Nothing but the common talk of the people about town and the fact of some of the forts having been taken near Mobile.

By the JUDGE-ADVOCATE:

Question. In promising the aid of the vessels to Lieutenant Slemmer to cooperate in the defense of Fort Pickens, did Captain Armstrong ever qualify it by stating to him (Lieutenant Slemmer) how far the officers might go in that cooperation?

Answer. I only know that from Lieutenant Berryman.

(The witness desired to add here that in the interview of the 9th, before referred to, he understood the *Supply* and the *Wyandotte* were to anchor at the fort to cooperate in protecting the land approach to the fort.)

By Captain ARMSTRONG:

Question. Did you discover in any intercourse with Commodore Armstrong any want of fealty to the Government or any disposition to avoid the full discharge of the duties intrusted to him?

Answer. No, sir; not from my intercourse with him. I saw no evidence of want of good faith toward the Government more than appears in my testimony.

Question. I wish you to distinguish between errors of judgment and the want of good faith. Do you mean by your qualification to your last answer to say that the commodore was untrue to his allegiance to the Government?

Answer. At his interviews with me he indicated in his manner and conversation an eager desire to do his duty. As to the acts I have mentioned, I leave them to speak for themselves.

Question. What vessels of war are now at or near the harbor of Pensacola, or were there when you left? Do they lie inside or outside; and if outside, why do they not go in?

Answer. I do not know what vessels are there at this moment. When I left Fort Pickens on the 9th of February the *Wyandotte*, the *Brooklyn*, the *Sabine*, and the *St. Louis* were there. They were outside at the time I left. I think they were all under sail, lying off and on. They do not go in on account of the existing armistice between the Government and the State authorities.

Question. Has the Government reinforced Fort Pickens since Commodore Armstrong surrendered the yard? If not, have they agreed

not to do so at present in order to avoid collision with the State forces? What force is now within the fort?

(The judge-advocate here suggested that the witness might be exempt, on grounds of public policy, from responding to this enquiry; and the witness answering, "I would prefer not to answer this question," Commodore Armstrong thereupon agreed to waive it.)

By the COURT:

Question. At the interview with Commodore Armstrong wherein you say that it was agreed between you that Fort Pickens was the only place you could defend with your united means, is it to be understood that you all concurred in such opinion, and that the navy yard was deemed one of the indefensible places?

Answer. As to myself and Lieutenant Slemmer and Commodore Armstrong I have already answered; as to the other officers present, Captain Farrand and Lieutenant Renshaw did not wish to defend any place; said it would be useless.

The testimony of this witness was then read over to him, and JAMES M. COOPER was then called by the judge-advocate as a witness, and interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you present at the navy yard near Pensacola, Fla., on the 12th of January last? If so, in what capacity?

Answer. I was there as gunner of the yard.

Question. State what number of guns were then in the yard, their size and condition.

Answer. There were twenty-two 18-pounders, a saluting battery, four 32-pounders belonging to the *Fulton*, and four 32-pounders belonging to the yard, that had been left there, and two 8-inch guns. There was also a howitzer in the armory; it had no elevating screw, and there was no ammunition for it. None of the guns were mounted but the saluting battery. Those were stationary, mounted on carriages without trucks, and the carriages were rotten. They were not movable. I do not know of my own knowledge that there were any gun carriages in the yard. The saluting battery pointed toward Pensacola, and was not more than 100 yards from the north gate.

Question. What number of men in ordinary were there in the yard on the 12th or shortly prior thereto?

Answer. There were some thirty-one or thirty-two sent to the fort before the troops came to the yard, leaving about forty in the yard.

Question. What quantity of ammunition was on hand at that time in the magazine or elsewhere?

Answer. I could not say with certainty. All the ammunition was under the charge of the storekeeper. There was only two barrels in the yard; just enough for saluting. The magazine was large. I have seen it often, and should think there must have been 400 or 500 barrels of powder in it. The magazine was some 300 yards from the navy yard. There were a number of large 8 and 10 inch shells in it.

Question. Do you know any material circumstance connected with the surrender of the yard? If so, state it.

Answer. I do not, except that Commander Farrand ordered me to go to the magazine to show the officers of the troops what was there. I did not go because they would not allow me to pass out.

Question. What disaffection, if any, was there among the officers or men under the command of Captain Armstrong at the yard?

Answer. Captain Farrand and Lieutenant Renshaw appeared disaffected. Captain Farrand came after me often for the dimension of the cartridges of the guns at the fort. This was after the yard was seized; it was on the Monday following. He also

enquired about the shells that belonged to the howitzer in the armory. The men in ordinary I knew but little about. The storekeeper, Gonzales, who had charge of the ammunition, was disaffected; very much so.

By Captain ARMSTRONG:

Question. Did not Commodore Armstrong prior to the surrender caution you to be vigilant and to give him any information of what was going on outside?

Answer. He did, sir.

Question. Could the guns of the saluting battery have been used in an engagement with an enemy?

Answer. No, sir; they could not. The carriages were so rotten they could not be used. The guns themselves were fit for service. In firing a salute one day the side of a carriage fell out.

Question. Did any officer but yourself ever serve with Captain Armstrong before?

Answer. Not to my knowledge. I was there when the commodore came, and he appeared to be a stranger to all the rest there.

The testimony of this witness was then read over to him, and then, at 3 o'clock p. m., the court adjourned, to meet again at 10 o'clock a. m. to-morrow.

WASHINGTON CITY, *February 16, 1861—10 a. m.*

Court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate; Captain James Armstrong also present.

The record of yesterday's proceedings was read over, and then Lieutenant HENRY ERBEN, U. S. Navy, was called as a witness by the judge-advocate, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you on duty in the vicinity of the navy yard near Pensacola, Fla., on the 12th of January last? If so, in what capacity?

Answer. I was on duty, attached to the storeship *Supply*, off Fort Pickens, on the 12th of January.

Question. Had you any interviews with Captain Armstrong relative to the protection of the public property at the navy yard? If so, state what passed thereat.

Answer. I had but one interview with Commodore Armstrong, and that was on the evening of the 11th. I offered to Commodore Armstrong to destroy the powder in the naval magazine in Warrington, and to remove the rope and blocks that could be used for mounting guns, and any small arms that might be in the yard I wanted to take to Fort Pickens and place them there. My reason for proposing this was that the afternoon previous to this visit on the 11th I had destroyed the powder, between 20,000 and 30,000 pounds, and mounting tackling at the fort and carried away the blocks from Fort McRee. The commodore told me he was very glad I had called on him, and I thought the commodore about to give me the permission. Then Captain Farrand and Lieutenant Renshaw came in. I am not positive that the commodore sent for them. When Captain Farrand ascertained my purpose he seemed not at all pleased, and he asked the commodore if I had seen his (Commodore Armstrong's) instructions. The commodore then read me instructions which directed that he should be vigilant in protecting the public property, and Captain Farrand said to me in a menacing manner, "Do you call this protecting Government property by destroying it?" Captain Farrand was so excited in his manner that the commodore had to request him not to speak so loud. He told the commodore that I was rash; that I wanted to do what the Army officers had done; that what they had done was wrong, and that if he (the commodore) gave me the permission it would

incite a riot and cause bloodshed. I told Captain Farrand that if any guns were fired from the fort the rope and blocks for mounting them would come from the navy yard. Captain Farrand then got very angry, and said he would not sit in a room and be spoken to in that manner. He also complained that the officers of the *Supply* and *Wyandotte* did not obey the commodore's orders to return to the yard and bring the ships back. Lieutenant Renshaw said nothing in this interview except to the commodore. "Your instructions are to send the *Supply* to Vera Cruz and the *Wyandotte* to the coast of Cuba; why don't they go?" I left without obtaining the permission or order. My impression is that Commodore Armstrong would have given me the order but for Captain Farrand and Lieutenant Renshaw.

Question. Can you recall any further remarks from Captain Armstrong himself, showing what his purpose was in reference to the defense of the public property at that point?

Answer. I do not recollect anything.

Question. By whose direction did you destroy the powder and other property at Fort McRee?

Answer. I did it at the request of the Army officers at Fort Pickens, as they had no time to do it.

Question. Are you cognizant of any material occurrences attending the surrender of the yard on the 12th of January? If so, state them.

Answer. I know nothing of them. I was then ashore at Fort Pickens.

Question. What, if any, disaffection was there in the command of Captain Armstrong, and how far was the same, if any existed, known to him?

Answer. I would frequently hear the mechanics talking in the yard in a manner to show disaffection. That is all I know positively.

By Captain ARMSTRONG:

Question. As to Captain Farrand's statement that the officers of the *Supply* and *Wyandotte* had not obeyed orders to return to the yard, had there been sufficient time to comply with the orders?

Answer. I do not know when the orders were given; I do not know of any disobedience myself.

Question. When did the *Supply* enter Pensacola Bay, what did she go there for, and from whence did she come, and what was her destination?

Answer. She arrived on the 7th of December, 1860; we came from Vera Cruz [Mexico] for stores, among them coal. It was said on the vessel she was to return to Vera Cruz; I never saw the orders. We never obtained all our stores prior to the surrender; why I can not state; we were delayed by bad weather, and they did not work as rapidly in the yard as I thought they might have done.

Question. How long did it take to get the sand ballast out of the vessel?

Answer. I think we were discharging ballast two weeks; we worked at it twice, taking in coal between these times.

The testimony of this witness was then read over to him, and SAMUEL F. REYNOLDS, sergeant of marines, was then called as a witness by the judge-advocate, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you at the navy yard near Pensacola, Fla., on the 12th of January last? If so, in what capacity?

Answer. I was there as orderly sergeant of the post.

Question. State any material circumstances attending the surrender of the yard that came under your observation.

Answer. On the morning of the 12th I received an order from Captain Watson to have the men formed under arms. After forming them I reported to him and he directed me to let them rest their pieces against the barracks and stand ready to fall in at the order; this was about 10 o'clock a. m. The next order I received was to form the men, and let them stack their arms; this was probably after 12 o'clock. It was an order that all of the men seemed very reluctant to obey. They were very much affected, some of them to tears, and said they would not obey; they would not suffer the humiliation; they would sooner be shot. Some time after the arms were stacked, probably an hour and a half, there was a commissioner, as Captain Watson called him, came and cast his eye over the men, and after he inspected the quarters we were directed to occupy two of the rooms. About an hour after, the balance of the quarters were occupied by the troops from Alabama. This must have been two hours and a half after the arms were stacked. After that we were not allowed to leave the yard. From what I saw I judged the number of the troops was about 300. I tried my best to ascertain precisely. This estimate includes all that came against the yard. I can't state exactly how many companies were there; five companies came in the first instance to the barracks; we had thirty-seven enlisted men in the Marine Corps, and one officer; they were all out that day.

By the COURT:

Question. Was ball cartridge issued to the men that day or at any day before?

Answer. I received an order three days before to detail a guard for the north gate and to issue them ball cartridges. That order was countermanded that same evening as to issuing ball cartridges. No ball cartridges were issued to the rest of the company. I was directed not to issue them to any of the company. This order came from Captain Watson. I did issue the ball cartridges to the sergeant detached to take charge of the guard at the north gate, and I afterwards acted on the order to take them back.

By Captain ARMSTRONG:

Question. Where were the ball cartridges kept that were to be used by the marines?

Answer. In the marine store room in the barracks. We had from 800 to 1,000 ball cartridges there and more in the small magazine within the navy yard.

The testimony of this witness was then read over to him, and Captain WATSON, a witness previously examined, was recalled by the judge-advocate.

By the JUDGE-ADVOCATE:

Question. What orders had you given just before the surrender of the yard relative to the issue or nonissue of ball cartridges, and were the same received by you from Captain Armstrong?

Answer. Three or four days before the surrender of the yard, when the additional guard was put at the north gate, they were supplied with three packages of ball cartridges. The sentry on post had a blank cartridge to give the alarm. The ball cartridges were in possession of the sergeant at the gate, who was the sergeant of the guard. That order was not countermanded. The sergeant was told that evening not to load with them unless it was necessary. I received no orders in relation to the issue of ball cartridges from Captain Armstrong.

By the COURT:

Question. Were ball cartridges issued to the marine guard on the day of the surrender?

Answer. No, sir; we had them in the guard room ready, but not in the cartridge boxes of the men; the marines paraded that day without ball cartridges; they had the cartridge boxes on; I now think the ball cartridges were in the boxes. We had some 3,000 ball cartridges at the barracks. The weather was so wet that the muskets were not kept loaded.

Question. Did you order Sergeant Reynolds to furnish the guard at the north gate with ball cartridges, and did you direct him to withdraw them?

Answer. I ordered Sergeant Reynolds to furnish ball cartridges to the guard, and I saw that they were furnished before the guard went up. I did not direct him to withdraw them from the guard. I told him not to load the muskets with them. They remained at the gate with the sergeant of the guard ready for use.

The testimony of this witness was here read over to him, and ROBERT DIXON, boatswain, was then called by the judge-advocate, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you present at the navy yard near Pensacola on the 12th of January last? If so, state in what capacity, and add any material circumstance connected with the surrender of the yard that came under your notice.

Answer. I was at the yard on the 12th of January last as boatswain. About 1 o'clock I heard the troops had arrived. I went up toward the gate and saw the commissioners come in. Captain Farrand was with them. I then went out and saw the troops. I then went down to the flagstaff. The flag had then been hauled down and the quartermaster had it in his hand. Nothing further of any particular importance came under my notice. The quartermaster, I think, took the flag to the watch-house.

Question. Did you estimate with care the number of troops that came against the yard? If so, what was the number?

Answer. I went out and looked at them and I said then to myself there was no 500 troops there. From the room they occupied I thought there were about 300. I speak of the troops in front of the north gate.

The testimony of this witness was then read over to him, and ROBERT HUNTER, sailmaker, was then called by the judge-advocate, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you present at the United States navy yard near Pensacola, Fla., on the 12th of January last? If so, state in what capacity, and add any material circumstance attending the surrender of the yard that came under your observation.

Answer. I was present as master sailmaker of the yard. I heard the troops were at the bayou, and when I heard they were at the gate I went up and saw them march in. There were from 275 to 300. They came in open order. I then understood the yard was surrendered. I went to Captain Armstrong and asked him if this place was surrendered, and he gave me to understand that he had no further command over it; that he was a prisoner and I was the same. I then went to Captain Farrand and asked him with regard to the property, if I was to deliver it up, and he said, "Yes; everything." And he then told me if I did not wish to join the Southern Confederacy I might consider myself a prisoner on parole, and told me at the same time that he had no further control over me. He did not try to coerce me, or anything of the kind. I then asked him as to my private quarters, whether I would be disturbed in them or not, and he said no; I would remain as long as I wished. Sunday I had another interview with Captain Farrand relative to the property, as to taking a list of the stock. He said at first it was not worth while, and afterwards said I had better do so. I then took two copies of same from the books, one of which I gave him; the other I brought off with me. An order came from Captain Randolph next morning to make some sand bags for breastwork. I said Captain Randolph had nothing to do with me; I was a prisoner. He (the aide-camp who brought the order) said the men had better do it; if they did not, they would be taken care of. All the men—sailmakers—went to work, except one who came off with me.

By the COURT:

Question. Had you reason to know or believe that any of the command of Captain Armstrong were false or disaffected?

Answer. Among the naval officers I did not know anything of it before the surrender. I thought that some who after the surrender went from one service into another were disaffected.

The testimony of this witness was then read over to him, and LEWIS HOLMES, a witness called by the judge-advocate, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you present at the navy yard near Pensacola, Fla., on the 12th of January last? If so, in what capacity? And state any material circumstances that came under your observation.

Answer. I was present at the navy yard as carpenter. I saw nothing in particular of the surrender except the troops come in and the flag hauled down. I do not know by whose order it was hauled down. I looked at the troops, and I should think those at the gates did not exceed 300 or 325 men.

The testimony of this witness was then read over to him, and then, at 2:30 o'clock p. m., the court adjourned, to meet again on Monday, the 18th instant, at 10 o'clock a. m.

WASHINGTON CITY,

Monday, February 18, 1861—10 a. m.

Court met pursuant to adjournment. Present, all the members; William B. Cross, judge-advocate; Captain James Armstrong also present.

S. THAYER ABERT was then called by the judge-advocate, and, being duly sworn, was interrogated as follows:

By the JUDGE-ADVOCATE:

Question. Were you present at the navy yard near Pensacola, Fla., on the 12th of January last? If so, in what capacity?

Answer. I was there as civil engineer of the yard.

Question. State any material occurrences relating to the arrival of the troops that came against the yard and connected with the surrender of the yard, that came under your observation.

Answer. I was in Pensacola the day before the yard was taken. It was the talk that 400 troops were expected that night, and that more were expected the next day. I saw Major Chase, and told him that an attack on the yard would be an act of war, as the State was at peace with the United States, and I thought it would be at variance with the wishes of his own State, as it had appointed commissioners to negotiate for the peaceable retrocession of this property. I returned to the navy yard. It was a little after dark that evening. I called upon Captain Farrand as soon as I returned, and stated to him the material points of my conversation with Major Chase, especially the knowledge I had gained with reference to the arrival of troops. I then called on Commodore Armstrong, and stated the substance of my conversation with Major Chase to him and the rumor of the arrival of troops. I can not recollect any material reply made by Captain Armstrong. I was at the marine barracks with Captain Watson at the time of the surrender, and saw nothing of importance connected with it. I also learned that day in town that Alabama, Mississippi, and Florida had seceded, and that Major Chase had been commissioned in the State service. This I also told to Captain Armstrong and Captain Farrand. The impression I took up was that the troops were coming next day to the yard. I can not say that I communicated that to the officers.

By Captain ARMSTRONG:

Question. What did Captain Farrand say when you gave him the information?

Answer. He said he would call and see Captain Armstrong.

By the COURT:

Question. Did you know of disaffection among the officers or employes of the yard prior to the surrender?

Answer. With regard to the employés of the yard, I know that a great many of them are Southerners, who could not in any event have been induced to take arms against the South. With regard to officers I know nothing. Lieutenant Kell always said that when Georgia seceded he would resign. This he did, but as long as he remained in the service he acted in good faith. He was not present at the surrender of the yard; he had received a leave of absence about three weeks before to carry his wife, who was sick, home; he returned a week after the yard was surrendered. I heard Captain Farrand say he had property in Alabama, and that when she seceded he would resign. These remarks were made publicly, but I know of no act of these gentlemen which was contrary to their fealty to the United States up to the time that they resigned. I would say the same of Mr. Gonzales, the naval store-keeper. He expressed hopes of the settlement of this question on the basis of the Crittenden resolutions.

Question. Did the officers or men you speak of ever say in your presence that they would not defend the public property in their post, as well as that they would not bear arms against the State?

Answer. No; I did not hear them say they would not defend the yard. My own impression is that the mass of the employés of the yard would not have borne arms; some few might have done so. The officers, I think, would have done so. I recognized it as the duty of a man as long as he was in the service to obey orders, and they agreed with me, I think, in this opinion.

The testimony of this witness was then read over to him, and Surgeon W. [S.] Bishop, the only other witness to whom a summons was sent, never having reported to the court, the evidence was here closed by the judge-advocate.

Whereupon Captain Armstrong then offered the following documentary evidence:

U. S. NAVY DEPARTMENT, *February 13, 1861.*

I hereby certify that the annexed are true copies of the originals on file in the Navy Department.

CHAS. W. WELSH,
Chief Clerk.

Be it known that Charles W. Welsh, whose name is signed to the above certificate, is now, and was at the time of so signing, chief clerk in the Navy Department, and that full faith and credit are due to all his official attestations as such.

In testimony whereof I have hereunto subscribed my name, and caused the seal of the Navy Department of the United States to be affixed, at the city of Washington, this thirteenth day of February, in the year of our Lord one thousand eight hundred and sixty-one, and of the independence of the United States the eighty-fifth.

[SEAL.]

ISAAC TOUCEY,
Secretary of the Navy.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, ETC.,
November 30, 1860.

SIR: The enclosed requisitions have been received from the flag-officer of the Home Squadron, which he requests may be forwarded by the storeship *Supply*, expected to reach the yard under your command by the 10th or 15th December.

The articles called for being very numerous, and probably more than you can supply, you will please send such of them as you may have, or such portions of them as in your opinion will best supply their present wants, and which the storeship can accommodate.

With regard to the requisition for the *Sabine*, as she will soon complete her cruise you will send the least quantity that can be made to answer. If copies of these requisitions have been forwarded to you, please return the enclosed to the Bureau.

I am, respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Commodore JAMES ARMSTRONG,
Commandant Navy Yard, Warrington, Fla.

I certify the foregoing to be a true copy.

JOHN AMBLER,
Chief Clerk.

[Telegram.]

NAVY DEPARTMENT, *December 13, 1860.*

Do not let the *Supply* be detained by any survey on her sails. Send her directly back.

I. TOUCEY,
Secretary of the Navy.

Commodore JAMES ARMSTRONG,
Commandant Navy Yard, Pensacola, Fla.

[Telegram.]

PENSACOLA, *December 15, 1860.*

Dispatch of 13th received. I will send the *Supply* back to Vera Cruz as soon as stores and coal can be put on board.

Respectfully,

JAMES ARMSTRONG,
Commandant.

Hon. I. TOUCEY,
[*Secretary of the Navy.*]

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., December 15, 1860.

SIR: I have the honor to acknowledge the receipt, by telegraph, this day, of your order of the 13th instant, in accordance with which I will dispatch the storeship *Supply* to return to Vera Cruz as soon as the stores and coal required for the squadron (that can be furnished here) can possibly be put on board. I beg leave to state, however, that in my judgment the condition of the sails on board the *Supply* is such that the safety of the ship would be endangered by the use of them, and I have therefore deemed it proper to order several sails which have been left here by various vessels from time to time, and which with slight alterations can be made to answer, to be prepared and furnished to the *Supply*. The work can be accomplished by the time the ship will be in other respects ready to sail.

Trusting that my course will be approved by the Department, I have the honor to be, very respectfully, your obedient servant,

JAMES ARMSTRONG,
Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, ETC.,
December 26, 1860.

SIR: In reply to your letter of the 17th, the *Wyandotte* will be docked if you think it necessary, delaying the vessel as little as possible.

I am, respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Commodore JAMES ARMSTRONG,
Commandant Navy Yard, Warrington, Fla.

I certify the foregoing to be a true copy.

JOHN AMBLER,
Chief Clerk.

NAVY DEPARTMENT, *January 17, 1861.*

SIR: The navy yard at Warrington, near Pensacola, having been surrendered by you to an armed force under the authority of Florida, you will consider yourself as detached from the command of that yard from the 12th instant, the date of such surrender, and as waiting orders. Of course all the work at the yard will be considered as suspended from that date.

I am, respectfully, your obedient servant,

I. TOUCEY.

Commodore JAMES ARMSTRONG, U. S. Navy,
Warrington, Fla.

WASHINGTON, D. C., *January 26, 1861.*

SIR: Having made my report to the Department on the capture of the navy yard at Pensacola, late under my command, I now have to request that a court of enquiry may be instituted to enquire into all the facts and circumstances of said capture, with the opinion of the court.

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

JAMES ARMSTRONG,
Captain, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

CHARLESTOWN, MASS., *February 4, 1861.*

SIR: I have the honor to enclose herewith the treaty of capitulation of the navy yard at Warrington, Fla. You will perceive by the terms that no parole was required of those leaving the place for their homes, but those only who remained behind.

I am, very respectfully, your obedient servant,

JAMES ARMSTRONG,
Captain, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

This is to certify that Commodore James Armstrong, of the U. S. Navy, surrendered the command and relinquished the possession of the navy yard at Warrington, Fla., on the 12th day of January, 1861, under the following circumstances, and upon the following terms of capitulation, to wit: A commission under authority of the governor of Florida, accompanied by an armed force very much superior in numbers and equipments to that under his command, the latter not being sufficient to enable him to defend the place, demanded its immediate surrender with all the public property therein; which demand was acceded to with the understanding that he, the commandant, and all the officers and other citizens of the United States attached to the station who desire to remove therefrom shall be freely permitted to do so, and to remove their families and all their private property at any time, or to remain on parole of honor.

In witness whereof we, the commissioners and the commandant above referred to, have hereunto set our hands this 12th day of January, 1861.

V. M. RANDOLPH, *Captain, Navy Yard,*
RICHARD L. CAMPBELL,
Commissioners.

JAS. ARMSTRONG,
Captain, U. S. Navy.

NAVY DEPARTMENT, *February 16, 1861.*

SIR: In reply to your letter of the 14th instant I have to inform you that the resignation of Commander Farrand was tendered not "by telegraph," but by a letter dated January 13, which was received, and the resignation accepted January 21, 1861. The resignation of Lieutenant Renshaw was tendered in like manner by letter, dated January 16, and was received and accepted January 22, 1861. The Department has not been informed that their testimony is necessary before the court of enquiry, and it has no power to compel the attendance of a private citizen as a witness.

I am, respectfully, your obedient servant,

I. TOUCEY,
[Secretary of the Navy.]

Commodore JAMES ARMSTRONG, U. S. Navy,
Washington, D. C.

Captain Armstrong here informed the court that he had no further evidence that he desired to offer, and asked the indulgence of the court until to-morrow morning at 12 o'clock to prepare his remarks explanatory of the evidence, which was granted.

The court thereupon, at 12:30 o'clock p. m., adjourned, to meet again to-morrow, the 19th instant, at 12 o'clock m.

WASHINGTON CITY, *February 19, 1861—12 m.*

Court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate; Captain James Armstrong also present.

The record of yesterday's proceedings was then read over.

Captain James Armstrong then submitted to the court his explanatory statement, in writing, which was read by his counsel, P. Phillips, esq. It is appended to this record, marked C.

The court was then closed for deliberation, and it proceeded to a careful consideration of the testimony adduced, and was engaged thereon until 12:30 o'clock p. m., when it adjourned, to meet to-morrow, Tuesday, February 20, 1861, at 9 o'clock a. m.

WASHINGTON CITY, *February 20, 1861—9 a. m.*

The court met pursuant to adjournment. Present, all the members; William B. B. Cross, judge-advocate.

The court closed for deliberation, and having resumed the consideration of the testimony and evidence, determined as follows:

The court having enquired fully into the circumstances connected with the surrender by Captain James Armstrong, of the Navy, on the 12th of January, 1861, of his command and the public property under his charge at the navy yard near Pensacola, Fla., report herewith to the Navy Department the foregoing record of the testimony and evidence; and they further report the following as the material facts they deem to be established:

That Captain James Armstrong on the 9th of January, 1861, being in command of the U. S. navy yard near Pensacola, Fla., received an order from the Navy Department directing him to be vigilant to protect the public property and to cooperate with the commanding officer at Fort Barrancas, Lieutenant Slemmer, U. S. Army; that at the date of the receipt of this order Captain Armstrong had under his command the following force: Thirty-eight marines, 80 men in ordinary, the steamer *Wyandotte*, carrying four 32-pounders and two Dahlgren howitzers, with 72 men as crew, and the storeship *Supply*, carrying two 32-pounders and a crew of 36 men; that there was also in the yard a saluting battery of twenty-two 18-pounders and eight 32-pounders, two 8-inch guns, and a howitzer; that all these guns in the yard were dismounted except the saluting battery, and the howitzer was without elevating screw or ammunition; that the saluting battery was stationary near the north gate; that its carriages were rotten and unfit for use, but the guns themselves were serviceable and could have been made efficient had due preparation been made for the defense of the yard; that on the 9th January, 1861, and prior thereto, Captain Armstrong and Lieutenants Slemmer and Gilman had interviews in regard to cooperating; that they agreed that Fort Pickens was the only point on the harbor that could be defended by the united forces of the Army and Navy then there; that Captain Armstrong agreed to give Lieutenant Slemmer aid in stores, men, and transportation over to Fort Pickens, and that the *Wyandotte* and *Supply* should anchor near Fort Pickens to aid in its protection. And the court further find that on the 10th of January, 1861, Captain Armstrong transported the command of Lieutenant Slemmer, consisting of forty-eight men, from Fort Barrancas to Fort Pickens, together with their garrison effects and some fieldpieces and

22,000 pounds of powder, and on the 11th of January sent from the yard thirty ordinary men to aid in the defense of Fort Pickens, and a lot of stores. The court also find that for many days prior to the 12th reliable rumors had prevailed at the yard and in its vicinity that State troops were coming to attack the yard; that no precautions of any character were taken by Captain Armstrong looking to a defense of the yard, except to increase the guard at one of the gates; that on the morning of the 12th of January, 1861, a force came against the yard, consisting of seven companies—five from Alabama and two from Florida—making in all about 350 men, well armed but without artillery; that the surrender of the yard was then demanded by persons styling themselves commissioners of the State of Florida, and that soon thereafter, at 1:30 o'clock p. m., Captain Armstrong, without offering any resistance, surrendered the yard and public property thereat and all his command except the two vessels the *Wyandotte* and *Supply* and their crews and the thirty men in ordinary sent to Fort Pickens; that at the time of such surrender by Captain Armstrong the *Supply* was at Fort Pickens, within signal distance, and the *Wyandotte* near the wharf in the yard, steam up, and that, although there were other approaches to the yard, the road by which the State troops came, as also the yard gate by which they entered, could be commanded by the guns of these vessels, properly stationed in the bay.

The court also, in respect of the propriety of the conduct of Captain Armstrong in the matter of this enquiry, report as their opinion that Commodore Armstrong was culpable in not taking any precautionary measures for the defense of his post and the public property thereat. They also think he had such a force under his command as should have induced a resistance on his part against the forces brought against him on the 12th of January. They are further of opinion, too, that having determined not to defend the yard, there was no reason why he should not have carried his men, with such public property as he could remove, to Fort Pickens, and what he could not remove have destroyed.

GEO. W. STORER,
Captain, U. S. Navy, President of the Court.
 WM. B. B. CROSS,
Judge-Advocate.

There being no further business before them, the court adjourned *sine die*.

GEO. W. STORER,
Captain, U. S. Navy, President of the Court.
 WM. B. B. CROSS,
Judge-Advocate.

C.

Captain Armstrong's explanatory statement.

Mr. President and Gentlemen of the Court:

I took the command of the navy yard at Pensacola on the 30th October, 1860, being the first duty of the kind assigned me during my long service in the Navy. I was a stranger to all the officers I found there, and unfamiliar with the details of the particular service. On the 12th January, 1861, I surrendered the yard to commissioners acting under the authority of the State of Florida, supported by a large body of Alabama and Florida troops.

A circumstance so painful and unusual, whether considered in reference to my own honor or to the interests of the public service, demanded, in my opinion, an authoritative investigation, and on my application to the Secretary of the Navy this court has been organized to report the facts, together with their opinion thereon.

This enquiry has been made. All the officers in anywise connected with the yard, and within reach, have been examined by the Government. The investigation has extended over a period of nine days. The minutest facts have been stated, and all the conversations connected therewith; and now, in the presence of all this evidence, I feel warranted in saying that no act or expression of mine, nay, more, no inference from such act or expression, is to be found in the voluminous record of this case which is in the least inconsistent with my good faith and fidelity as the commanding officer of the post.

Shortly after my arrival at the yard I found that the Government had neglected to provide for the payment of the employés, and this continued to be the case up to the time of the surrender. I wrote and telegraphed the Department on the subject, but never received an answer. The excitement produced by this cause outside of the yard found vent in public meetings and strong resolutions. This was additional fuel cast upon the fire of political discontent existing in the locality of the yard. Believing it proper to do what I could to remedy this evil, on the 10th of January I directed Paymaster Warrington to furnish "such articles of provisions on hand sufficient to supply the immediate necessities of such of the employés of the navy yard as were suffering for the want of food in consequence of the failure to receive pay for their services during more than two months past."

The disturbance which immediately preceded and followed the secession of South Carolina on the 20th December, 1860, is well known. The States of Alabama and Florida most deeply sympathized in the movement, and this was also well understood; yet during the whole of this perilous period I was left without any instructions but such as are contained in the very brief letter of the 3d of January, 1861, received by me on the 9th of the same month, as follows:

Be vigilant to protect the public property. The commanding officer at Fort Barrancas has been instructed to consult with you, and you will cooperate with him.

Thus exposed to this double cause of excitement, my conference was held with Lieutenants Slemmer and Gilman on the morning of the 9th January, when we concurred in the conclusion that Fort Pickens was the only point which could be defended against any considerable force.

Acting under these instructions, I immediately arranged to give Lieutenant Slemmer such aid as was in my power. In the evidence of Lieutenant Irwin it is stated that orders were given to him as executive officer of the *Wyandotte* on the same day, the 9th, the same being extended to the *Supply*, to anchor off the Barrancas for the purpose of transporting the men and provisions collected there to Fort Pickens. He states further that, owing to an accident to the machinery of the *Wyandotte*, and a dense fog during the night of that day, they did not reach the Barrancas until early the next morning, when the duty assigned them was then performed, with the assistance of a lighter from the yard and two other boats, also from the yard, under the command of Sailing Master Pearson, who transported 22,000 pounds of powder to Fort Pickens; that on the 11th they were engaged in transporting firewood, etc., from the Barrancas, and also provisions, which were landed early on the morning of the 12th, and that during this

service he also carried over from the yard 30 of the ordinary men, 30 muskets, a quantity of caps, and 4,600 cartridges to aid in the defense of the fort. The formal orders* on this subject to Commander Walke and Lieutenant Berryman are spread upon the record.

That I was anxious to supply Lieutenant Slemmer with all the aid in my power is shown by the evidence of Lieutenant Gilman, in which it is said that in the interview referred to I promised as many good men as could be spared, and mentioned fifty, when Commander Farrand said there could not be found more than thirty good, active young men; and he adds, "During the discussion the commodore seemed anxious to furnish as much assistance as possible."

From the 9th to the time of the surrender the *Wyandotte* and *Supply* were in the service of Fort Pickens and cooperating with the commander of that post. The force left in the yard consisted, as stated by the witnesses, of thirty-eight marines all told, and about thirty ordinary men. There were no guns mounted save those of the saluting battery, which, as shown by the gunner, could not have been used to repel an attack. The yard itself, as is well known to the court, is not a fortified position, but depends alone upon the forts which command the entrance to the bay.

The force to which the yard surrendered consisted of uniformed companies, one of them cavalry, and all well armed with rifled muskets and revolvers. The number has been variously estimated, the highest estimate being that of Paymaster Warrington, who states it as from 700 to 800, and the lowest places it at 300. Some of this discrepancy may be attributed to the fact that while certain witnesses speak of the whole force, including those sent to the magazine, others confine themselves to the number who entered the yard at the time of the surrender. Captain Watson, of the marines, who had good opportunity for judging, says 300 were quartered in the barracks, one company in the assistant surgeon's house, and three or four companies, including one company of horse and one of artillery, went to the Barrancas, making in all 650. Averaging the several statements, and allowing for the company stated by Mr. Porter to have been sent to the magazine, it would give upward of 500.

I had proposed to Commander Farrand to arm the ordinary men, but he objected on the ground that there were no cartridge boxes, and that if they were supplied with arms and ammunition, from their dissolute character they would be more dangerous to those inside of the yard than the persons without. The disaffection existing among the men is painted in strong colors by the witnesses, several of them stating they were satisfied I could not have obtained the assistance of one of the employés in defending the yard.

There is only one witness who says that any information was communicated to me in reference to any impending danger, and, without intending to raise any issue of veracity with Mr. Abert, I can only say I have no remembrance whatever of the conversation alleged by him to have been held with me on the night of the 11th January, and that I do not believe any such took place. Be this as it may, his communication was confined to the expected arrival of troops that night at Pensacola. He says that what he heard made an impression on his mind that the yard would be attacked the next day, but that this impression was not communicated to me.

I can truly say that there is nothing in the record to contradict it; that I did not know, and had no reason to believe, that the yard would

* See pp. 11, 12, 13, 14.

be attacked prior to the day on which the surrender was made. I knew that outside of the yard was a hungry mob and much political excitement, but of the intention of marching upon the yard with a military force I was wholly ignorant. Rumors were abundant, but so contradictory I knew not what to believe. The condition of things was so anomalous experience shed no light upon the judgment. To add to my embarrassments I was surrounded by officers who were strangers to me. To the suggestion of Lieutenant Slemmer that my officers were badly affected toward the Government I replied I thought he was mistaken. I had seen nothing in their conduct to warrant an opposite conclusion. How far the evidence now given may show that in this I was deceived I leave the court to consider. It is too painful a subject for me to comment upon.

It was under such circumstances that about 1 o'clock on Saturday, the 12th January, I was informed by a messenger that some gentlemen desired to see me at my office. There I was introduced by Commander Farrand to Mr. Campbell and Captain Randolph, who informed me that they had come with a large force in the name of the State of Florida to demand an immediate and unconditional surrender of the yard, with orders if they were refused to take the same by force of arms, and that they had already taken possession of the magazine. The statement was that the force at the gate consisted of a full regiment of men, well armed, and this was corroborated by Mr. Farrand. I thus found myself a prisoner before I knew I should be attacked. The issue thus suddenly presented to me was a bloody and bootless resistance or a surrender, and I accepted the latter alternative under a written stipulation that all who were attached to the station should be permitted to remove with their families and property at any time.

In judging of this transaction it must be remembered that this was the first time in the history of our country that hostility to the Government ever appeared in armed force, organized under State authority and acting under the forms of law. Nor can we ignore the fact that from the commencement of these difficulties the President's messages and the whole tone of public opinion as expressed through the various channels of communication spoke but one voice—that civil war should be avoided at all cost, and that the spilling of blood in such a strife would obliterate forever all hope of restoring the Government to *its* integrity.

Independently, therefore, of the disparity of force, and however willing I may have been under ordinary circumstances to sacrifice my own life and that of my small band in vindication of the honor of the flag, the policy of the Government, as I understood it, in treating this peculiar condition of affairs lent its strong influence in bringing me to the conclusion I adopted. To condemn this act of mine would be to reprobate the whole course of the Government from the commencement of these troubles to the present time. There stands Fort Pickens to day in the condition in which I left it; the secessionists hold the other forts and yard by military power; a fleet of Government vessels are outside of the bay, but they do not go in, says Lieutenant Gilman, because of an armistice between the Government and the State authorities.

It is true I might have adopted the suggestion made by Lieutenant Erben on the evening of the 11th to destroy the ammunition, but in doing this I would have acted on mere apprehension of an attack by a resistless force. There were then no troops in the vicinity. It was

only expected they would arrive that night at Pensacola. What, if I had destroyed my ammunition and the troops had not arrived and no attack [been] made, would have been my condition?

My instructions were "to protect the public property," and if, under the circumstances last supposed, I had destroyed it I should have found great difficulty in attempting to sustain my action by alleging mere rumors, which the result showed were baseless.

So it may be said that I could have removed the public property, and this certainly could have been done if timely notice and the necessary means had been possessed; but, as before stated, I had no reason to believe that any such attack would be made in time to effect such removal, and from the 9th to the period of surrender the *Wyandotte* and *Supply* were in the service of Fort Pickens, and were there when the surrender was made. I could not believe that a surrender of the yard would be demanded in the name of the State of Florida, at least until that State had thrown off its allegiance, and this was not done until the 10th of January, the news of which only reached Pensacola on the evening of the 11th.

It may be proper to state that the *Wyandotte* came in to procure her smokestack, when it was ascertained that she required other necessary repairs. For this purpose, under orders from the proper Department, she was hauled out and the repairs made. She was got out of the dock on Tuesday, the 8th of January, took in her powder on the 9th, and from that time to the close of my command was cooperating with the fort.

The *Supply* was sent in for provisions and coal, under special instructions that she was not to be detained but sent directly back. Hence in my letter to Lieutenant Slemmer under date of the 11th January I state:

The U. S. storeship *Supply* was sent to Fort Pickens by my order merely to convey the provisions you required and then to return to the navy yard. The *Supply* is not a vessel of war, and having been sent to this station for the special service of conveying stores and coal to Vera Cruz for the vessels of the Home Squadron stationed there, it is my duty to dispatch her to that port at the earliest moment practicable, in conformity with the orders I have received from the Navy Department, from which orders I can not deviate further. The steamer *Wyandotte* may be retained for the purpose of cooperating with you until farther orders.

On the 12th January I wrote to Lieutenant Berryman:

You will continue to cooperate with the commanding officer at Fort Pickens, but should an attack be made you will not fire a gun unless it may be actually necessary in defense of the vessel under your command. In the event of the capture of the fort you will proceed immediately to the station to which you have been ordered by the Navy Department. It is reported this navy yard is surrounded by armed men.

This letter was written by my secretary, and signed by me when in a disturbed state of mind. I find that it may bear a construction not intended by me, and be made inconsistent with itself; for after ordering that the *Wyandotte* should cooperate with the commander at Fort Pickens, Lieutenant Berryman is directed not to fire a gun unless in the defense of the vessel under his command. It is clear that if the fort was attacked and the *Wyandotte* did not assist in the defense she would not cooperate as she was directed to do. She was by my order attached to the service of the fort, and was part and parcel thereof while she so remained. What I intended by the remark "unless actually necessary in the defense of the vessel under your command" was not to draw a distinction between firing on the fort and firing on the vessel, for this I regarded as one and the same thing; but that the

first shot should not come from the *Wyandotte*. In other words, I desired that if civil war was inaugurated it should not be said that it was commenced by my orders.

This, however, I do not regard as involved in the enquiry which this court has been directed to consider, to wit, the surrender of my command and the public property under my charge. It has no bearing, it seems to me, upon the question whether that surrender under the circumstances was proper or improper.

But a few observations more. I have already stated that I do not believe that any such conversation was had with me as stated by Mr. Abert. In one other particular there is a mistake in the evidence of Captain Watson when he speaks of my delivering the keys of the magazine to the commissioner of the State of Florida at an interview subsequent to the surrender. I do not know that this is material, but the truth is that the keys were delivered by me at the time the surrender took place, and when this was done Captain Watson was not present. He is, therefore, in this clearly mistaken.

Among the papers sent by me to the Department accompanied with my report was the pass or safe conduct sent to me by Captain Randolph, in which it is recited that I had given my parole not to bear arms against the State of Florida. This paper was handed to me as a passport when on the steamboat on the eve of departure from Pensacola, and was not read by me until some time on my journey. The statement thus recited is not true in point of fact. The terms of capitulation speak for themselves; all persons who desired were to be allowed to remove with their families or property or to remain on their parole of honor.

In conclusion I may say that it is more than I have a right to expect that no errors of judgment on my part should be found while passing through the troubled scenes of this extraordinary event; but I feel safe in the consciousness that I have discharged my duty to the best of my ability, with an eye single to what I believed was for the good of the country. During my long career as an officer I have never been visited with the slightest mark of disapprobation on the part of my Government. To courts I am entirely a stranger. By always promptly discharging my duty I have never had occasion to learn the means by which its neglect might be excused. I can, then, with entire confidence leave my honor to this tribunal, composed of officers who are my peers, expressing to them my unfeigned thanks for their patient attention, and to the judge-advocate for the courtesy and candor which have characterized his conduct in this investigation.

JAS. ARMSTRONG,
Captain, U. S. Navy.

NAVAL GENERAL }
ORDER. }

NAVY DEPARTMENT,
April 24, 1861.

At a naval general court-martial convened in the city of Washington on the 12th day of March, 1861, Captain James Armstrong, of the Navy, was tried on the following charges and specifications, preferred against him by the Secretary of the Navy:

CHARGE 1: Neglect of duty.

Specification 1.—In this, that the said Captain James Armstrong, being on the 12th day of January, 1861, in command of the U. S. navy yard at Warrington, State of Florida, and a naval force therent adequate to the defense of said yard, did then and there, on the demand of commissioners of the State of Florida, supported by a mili-

tary force from the States of Alabama and Florida, surrender to them without resistance said yard, the public property thereat, and a portion of the force under his command.

Specification 2.—In this, that the said Captain James Armstrong, being on the 7th day of January, or thereabout, 1861, in command of the U. S. navy yard at Warrington, State of Florida, and the naval forces thereat, and having reason to apprehend the approach of hostile force, did then and there, and at all times subsequent thereto to the 12th day of January, inclusive, 1861, fail to take the ordinary and proper measures for the defense of said yard and the public property thereat.

Specification 3.—In this, that the said Captain James Armstrong, being on the 9th day of January, 1861, in command as set forth in the last preceding specification, did then and there, and at all times subsequent thereto to the 12th day of January, 1861, neglect to remove to Fort Pickens or other place of safety the men under his command, and munitions of war and other public property in his charge, or the latter to destroy, although at the time aforesaid he was in constant expectation of the approach of a hostile force which he believed he could not, with the forces under his command, successfully resist.

CHARGE 2: Disobedience of orders and conduct unbecoming an officer.

Specification 1.—In this, that the said Captain James Armstrong, [being] on the 9th day of January, 1861, in command of the U. S. navy yard at Warrington, Fla., and the naval forces thereat, and in charge of the public property attached thereto and in receipt also at that time of an order from the Secretary of the Navy, dated January 3, 1861, of the tenor following: "Be vigilant to protect the public property. The commanding officer at Fort Barrancas has been instructed to consult with you. You will cooperate with him," did then and there, and at [all] times subsequent thereto to the 12th of January, 1861, in violation of said order, neglect to send the marines and other men under his command to Fort Pickens to cooperate in the defense thereof, and to remove to a place of safety the public property in his charge, or to take any measures or to practice any vigilance for the protection of said navy yard and the public property attached thereto, except to double the guard at one of the gates of said yard.

Specification 2.—In this, that the said Captain James Armstrong, being in command of the U. S. navy yard at Warrington, Fla., and the naval force thereat, and under instructions from the Secretary of the Navy directing him to be vigilant to protect the public property and to cooperate with the commanding officer at Fort Barrancas, who was Lieutenant Slemmer, U. S. Army, did on the 10th day of January, 1861, then and there, in accordance with an understanding previously had with Lieutenant Slemmer, dispatch the steamer *Wyandotte* to aid him, Lieutenant Slemmer, in the defense of his post, Fort Pickens, Fla., to which he, Lieutenant Slemmer, had removed; and thereafter, to wit, on the 12th day of January, 1861, the said Captain James Armstrong, in violation of such understanding and his instructions, issued, without the knowledge of Lieutenant Slemmer, to Lieutenant O. H. Berryman, commanding said steamer, an order of the following tenor:

"You will continue to cooperate with the commanding officer at Fort Pickens, but should an attack be made you will not fire a gun unless it be actually necessary in the defense of the vessel under your command. In the event of the capture of the fort you will proceed immediately to the station to which you have been ordered by the Navy Department. It is reported that the yard is surrounded by armed men."

Upon these charges and specifications the "finding" of the court is in the following terms:

The court, having maturely considered the whole case, with the evidence and the defense aforesaid, find as follows:

1. That the first specification of the first charge against the said Captain James Armstrong is proved, except as to the words in said specification "adequate to a defense of said yard."

2. That the second specification of the first charge against the said Captain James Armstrong is proved.

3. That the third specification of the first charge is proved, except that the accused did remove or send to Fort Pickens thirty men (a part of his command), thirty muskets, and some ammunition and a barge load of provisions.

And the court thereupon further find that the said Captain James Armstrong is guilty of the first charge of neglect of duty.

And the court doth further find that the first specification of the second charge against the accused is proved, except that thirty men (a part of his command) were sent by the said Captain James Armstrong to cooperate in the defense of Fort Pickens.

And they further find—

2. That the second specification of the second charge is proved.

And thereupon the court find the said Captain James Armstrong to be guilty of the second charge of disobedience of orders and conduct unbecoming an officer.

And the sentence of the court is—

That the said Captain James Armstrong be suspended from duty for the term of five years, with loss of pay for the first half of said term, and be reprimanded by the honorable Secretary of the Navy in general orders.

I have approved the sentence, and Captain James Armstrong will accordingly be suspended from duty for the term of five years from this date, with loss of pay for the first half of the said term.

In carrying into execution that part of the sentence which directs that Captain Armstrong be reprimanded in general orders I have a painful duty to perform. The sentence in this case might be considered severe without the addition of a reprimand; but a court composed of officers of the highest rank and most experienced in the service has deemed otherwise, and its judgment can not but be approved. The misconduct, indeed, which led to this trial does not affect alone the reputation and discipline of the naval service, but the interests of the whole people; and the age and length of service of the officer who has been found guilty of dereliction of duty under such circumstances, instead of constituting any claim [to] lenity, only render it the more imperative that the discipline of the service should be vindicated.

It was the duty of Captain Armstrong, as the commanding officer of the naval force at Pensacola—a duty which he could not but know was expressly and “strictly enjoined” on him by law—to show in himself “a good example of patriotism,” as well as to be “vigilant in inspecting the conduct” of those under his command. Whatever the embarrassments of his position may have been, an earnest patriotism would have taught him to make the best possible use of all the resources at his disposal, adequate or inadequate, and to have imparted zeal by his example to those around him, instead of suffering the promptings of loyalty to be checked either by any speculations or conjectures of his own or any suggestions from others, as to the possible views and designs of superiors in office. Had he discharged his duty with stern fidelity he might have disappointed some, but, as events have recently shown in the case of another officer placed in similar circumstances, he would have been upheld by the applause of his fellow-countrymen and the respect even of antagonists. The safest as well as the most honorable course for every individual in the public service, whether commander or subordinate, is to be true to the flag of his country, no matter what dangers or difficulties encompass it.

This general order will be promulgated as usual at all the naval stations and on board of all vessels of the Navy in commission.

GIDEON WELLES,
Secretary of the Navy.

GENERAL NAVAL }
ORDER. }

NAVY DEPARTMENT,
April 21, 1861.

A naval general court-martial, consisting of a full complement of officers in the highest rank in the service, was recently convened in the city of Washington for the trial of Captain James Armstrong, of the Navy, on charges growing out of his surrender of the navy yard at Warrington, Fla.

Before the court separated the members of it addressed a communication to the Navy Department of which the following is a copy:

WASHINGTON, D. C., *April 8, 1861.*

The president and members and judge-advocate of the court lately held in the city of Washington, D. C., for the trial of Commodore Armstrong beg leave respectfully

to submit to the honorable Secretary of the Navy the propriety, justice, and good policy of bestowing some appropriate mark of its approbation of the loyalty, spirit, and good conduct of William Conway, a quartermaster of the Navy on duty in the navy yard at Warrington, Fla., when the same was surrendered on the 12th January, 1861, who with manly pride and in a spirit of patriotic devotion refused to obey the order to haul down the national flag on the occasion of said surrender.

The evidence of this honorable devotion to the dignity and credit of the flag of his country is found in the record of the testimony in Commodore Armstrong's case.

Respectfully submitted, by order of the court.

A. B. MAGRUDER,
Judge-Advocate.

It appears from the testimony taken in Captain Armstrong's case that William Conway, an aged seaman doing duty as quartermaster in the Warrington [Pensacola] navy yard at the time of its surrender, when ordered by Lieutenant F. B. Renshaw to haul down the national flag promptly and indignantly refused to obey the order.

The love and reverence thus impulsively exhibited for his country's flag in the hour of its peril is not the less worthy of being called noble and chivalric because displayed by one in an humble station. It is the more deserving of commemoration, for subordinates in the service are not usually expected to set examples of patriotism and fidelity in their trusts, but to follow them.

The Department deems it no more than strict justice to William Conway that this testimonial from the court in his behalf should be made known throughout the service. It therefore directs that this general order be publicly read as early as practicable after its receipt by the commanders of all naval stations and all vessels in the Navy in commission, in the presence of the officers and men under their command.

GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, commanding Gulf Blockading Squadron, for the transmission of gold medal to Quartermaster William Conway, U. S. Navy, and communications relative thereto.

NAVY DEPARTMENT, *November 11, 1861.*

SIR: I herewith transmit a letter from the Department to William Conway, who is on board of one of the vessels of your squadron, together with a gold medal presented to him by his countrymen in California as a testimonial of their appreciation of his conduct in refusing to haul down the flag of his country at the surrender of the navy yard at Pensacola to the rebels on the 12th of January, 1861.

A copy of the letter addressed to William Conway by the citizens who presented the medal, and of the letter of Major-General Halleck, the bearer of it to the Department, are also transmitted.

You will be pleased to have the medal handed to William Conway on the quarter-deck of the vessel to which he belongs, and in the presence of the officers and crew thereof, and the correspondence read at the same time.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WILLIAM W. MCKEAN,
Commanding Gulf Blockading Squadron, Key West, Fla.

[Enclosures.]

NAVY DEPARTMENT, *November 11, 1861.*

[SIR:] It gives me pleasure to cause to be delivered to you the accompanying letter and gold medal from your countrymen in California, presented to you as a testimonial of their high appreciation of your noble and patriotic conduct in refusing to haul down the flag of your country when others (your superiors in position) were wanting in fidelity to it. I also forward a copy of the letter of Major-General Halleck, who was selected as the bearer of these testimonials, and by his request I have directed them to be transmitted to you, which you will please accept with the assurance of my regard.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

WILLIAM CONWAY,
U. S. Gulf Blockading Squadron.

—
WASHINGTON, D. C., *November 6, 1861.*

SIR: I have received from certain citizens of California the accompanying letter and medal, to be delivered to Mr. William Conway, quartermaster, U. S. Navy, as a mark of their appreciation of his noble conduct in refusing to haul down the flag of his country; but as I am unable to see Mr. Conway personally I respectfully request they may be transmitted to him by the Navy Department.

Very respectfully, your obedient servant,

H. W. HALLECK,
Major-General, U. S. Army.

Hon. GIDEON WELLES,
Secretary of the Navy

—
SAN FRANCISCO, *September 20, 1861.*

DEAR SIR: The undersigned, citizens of California from New England, have read with pride and gratification the story of your brave and patriotic refusal to haul down the flag of our country. As a mark of our appreciation of your conduct, we request you to accept the accompanying medal of California gold, together with our best wishes for your prosperity and happiness.

F. W. BROOKS.
HENRY L. DODGE.
F. A. FABENT.
H. F. CUTTER.
W. T. REYNOLDS.
HENRY F. TESCHEMASCHER.
GEO. J. BROOKS.
GEO. H. FAULKNER.
[And 140 others.]

Mr. WILLIAM CONWAY,
Quartermaster, U. S. Navy.

Confederate correspondence relative to Pensacola navy yard.

Order of Colonel Chase, commanding Florida forces, appointing Captain Randolph commandant Pensacola navy yard.

HEADQUARTERS, *Pensacola, January 12, 1861.*

DEAR CAPTAIN: Your dispatch received. You are hereby appointed commandant of the navy yard, and will be obeyed and respected accordingly.

Very respectfully,

WM. H. CHASE,
Commanding Forces of Florida.

Captain VICTOR [M.] RANDOLPH,
State Navy Yard, Warrington.

If Farrand has resigned, won't he help put Fort Barrancas in order?

Letter from Colonel Chase, commanding Florida forces, to Captain Randolph, commandant navy yard, Pensacola, regarding defense of that yard.

HEADQUARTERS, *Pensacola, January 12, 1861.*

DEAR SIR: Can you erect any batteries at the yard in case of an attack from the steam frigate entering the harbor?

I wrote to Colonel Lomax to prevent the pilots from going out to any vessel of war on the steamer *Star of the West* with troops. Advise Colonel Lomax what to do. I am overcome with fatigue.

If you can't hold the position on Fort Barrancas, you and Lomax must secure your retreat.

The Fulton's guns could be used in battery. Could they not be thrown up to-night?

I confide in you to do the best you can. You can be of great service to Lomax.

The company expected to-night will be ordered down immediately. Those reinforcements from Mobile will arrive to-morrow night. I have ordered two companies from Sparta and Greenville.

How many muskets have you in the army?

In haste, yours,

W. H. CHASE.

Captain VICTOR [M.] RANDOLPH,
Commandant State Navy Yard, Warrington.

GENERAL ORDERS, } HEADQUARTERS PENSACOLA DISTRICT,
No. 3. } *January 13, 1861.*

A flag will be displayed at the navy yard, forts, barracks, and hospital in this harbor in possession of the State's troops.

The flags hoisted for the first time at the respective stations will be saluted with thirteen guns. Those at Fort Barrancas and barracks by the battery of the fort. Those at the navy yard and hospital by the battery at the navy yard.

Until otherwise ordained by the people of Florida assembled in convention the emblems of the flag will be thirteen stripes, alternate red

and white, commencing with the red, a blue field, with a large white star in the center.

W. H. CHASE,
Aid-de-Camp to the Governor, Colonel Commanding.

By authority:

RICHARD L. CAMPBELL,
Aid-de-Camp to Colonel Commanding.

Permit of Captain Randolph, late U. S. Navy, commanding navy yard, Pensacola, to Lieutenant Jouett, U. S. Navy.

PENSACOLA NAVY YARD, *January 16, 1861.*

Lieutenant James E. Jouett, of the U. S. Navy, having given his parole of honor not to bear arms against the State of Florida, has permission to leave this place with his private property without hindrance or molestation.

V. M. RANDOLPH,
Captain, Commanding Pensacola Navy Yard.

Order of Colonel Chase, late U. S. Army, commanding forces of Florida, to Captain Randolph, late U. S. Navy, commanding navy yard, Pensacola.

HEADQUARTERS, *January 18, 1861.*

SIR: You will place two 18-pounders in battery opposite the small north postern, at about 100 yards distant.

I am, very respectfully, your obedient servant,

WM. H. CHASE,
Colonel, Commanding Forces of Florida.

Captain V. M. RANDOLPH,
Commanding Navy Yard, Warrington.

Letter from Victor M. Randolph, late captain, U. S. Navy, to governor of Florida, requesting commission and assignment to duty at Pensacola navy yard.

PENSACOLA NAVY YARD, *January 18, 1861.*

SIR: On the 10th of January, 1861, I resigned my commission as captain in the U. S. Navy, and immediately proceeded to Pensacola, Fla., and offered my services to Colonel William H. Chase, who gave me temporary command of this navy yard and station.

I request to be commissioned by yourself and the legislature of the State as a captain in the navy of Florida, and commanding officer of the navy yard and station of Pensacola.

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

VICTOR M. RANDOLPH.

His Excellency M. S. PERRY,
Governor of the Sovereign State of Florida.

Special order of Colonel Chase, late U. S. Army, commanding Pensacola district, expressing thanks to volunteer company from Apalachicola, Fla.

SPECIAL ORDERS.] HEADQUARTERS PENSACOLA DISTRICT,
January 29, 1861.

The company of volunteers from Apalachicola under the command of Captain Edwards having promptly repaired to Pensacola, but without

the orders of the governor of the State, and upon their own charge for transportation, provisions, etc., without expense to the State, and as they are now desirous of returning home, seeing that there is but little prospect of a collision of arms, the colonel commanding the forces of the district has seen proper to order, and he does now order, that Captain Edwards have honorable leave to return to Apalachicola.

In taking leave of Captain Edwards and his company the colonel commanding tenders to him and them his warm thanks for the zeal, spirit, and promptness in marching to Pensacola, where their services might have been of much value.

The colonel commanding will not fail to report this excellent conduct of Captain Edwards and his company to his excellency the governor of Florida.

WM. H. CHASE,
Colonel Commanding.

Captain RANDOLPH,
Commanding Navy Yard.

Letter from Lieutenant Renshaw, late U. S. Navy, to the Secretary of the Navy, transmitting matter for publication regarding surrender of Pensacola navy yard.

NAVY YARD, PENSACOLA, *January 29, 1861.*

SIR: I respectfully beg leave that the enclosed letter may be filed in the Navy Department.

Captain Samuel Barron, U. S. Navy, has kindly offered to take charge of this communication to you.

Respectfully, your obedient servant,

F. B. RENSHAW,
Late Lieutenant, U. S. Navy.

Hon. I. TOUCEY,
Secretary Navy, Washington, D. C.

[Enclosure.]

PENSACOLA NAVY YARD, *January 29, 1861.*

SIR: I have seen in your paper of the 23d instant a statement which justice to myself, as well as the naval service of the United States, which I had the honor of serving for thirty-three years, requires me promptly to request to correct.

The statement referred to recites that the Navy Department had received the resignation of Commander Farrand, who was attached to the Pensacola navy yard, and who was among those who in the name of Florida demanded its surrender, and also that of Lieutenant Renshaw, who gave the order to haul down the flag of the Union.

I submit the following true record of the proceedings which attended and resulted in the surrender of this navy yard to the authorities of the State of Florida, and I rely upon your sense of right to do me justice by its publication in your columns.

On the 12th instant Flag-Officer Armstrong, then commandant of the station, was informed that a commission appointed by the governor of Florida, with a regiment of armed men, were at the navy-yard gate demanding the surrender of the place. Flag-Officer Armstrong directed Commander Farrand, the executive officer of the yard, to conduct the commissioners to his office. The commissioners came accordingly, escorted by Commander Farrand. Colonel Lomax, the commanding officer of the forces on the expedition, with his staff, were then sent for

and conducted to the flag-officer's office by Commander Farrand to meet the commissioners, when they presented their credentials to Flag-Officer Armstrong, informing him that they had already taken possession of the magazine, situated about a third of a mile distant from the yard, and demanded the immediate surrender of the navy yard and the public property therein.

The veteran commodore declared with deep emotion that although he had served under the flag of the United States in sunshine and in storm for fifty years, loving and cherishing it as he did his heart's blood, he would strike it now, together with the blue pennant, the insignia of his present command, rather than fire a gun or raise his sword against his countrymen, especially in circumstances like the present, when he was without means of defending his position and when an attempt to do so would result in a useless loss of life and destruction of property. He accordingly ordered the executive officer, Commander Farrand, to cause the flag of the United States and the blue pennant to be hauled down. The order was passed in accordance with usage in the naval service to the senior lieutenant (myself), under whose direction the time-honored flags were hauled down. The descent was witnessed by none in whose heart the regret and grief at the fate of our long-beloved Union were more deeply felt than in mine. I now became a prisoner on parole and remained so for several days, when I resigned my commission in the U. S. Navy, which I have held as a lieutenant for twenty years, and tendered my services to the sovereign State of Florida, with whose destiny, whether it be bright or adverse, I am fully identified.

I am, very respectfully, your obedient servant,

F. B. RENSHAW,
Late Lieutenant, U. S. Navy.

The EDITOR NEW YORK HERALD.

Letter from the Secretary of the Navy of the Confederate States to Hon. C. M. Conrad, M. C., relative to the capture of Pensacola navy yard.

CONFEDERATE STATES OF AMERICA,
Navy Department, Montgomery, May 13, 1861.

SIR: The Warrington navy yard was captured by the Florida forces on the 12th day of January, 1861.

Possession thereof passed at once to the State of Florida, and under the authority of Colonel Chase, commanding the State forces, the mechanics, laborers, and other employés of the yard were retained and continued in their several places, employments, and labors.

These men, who have acted with fidelity and zeal in sustaining the interests of the State and of this Confederacy, have not only lost all their pay that was due from the United States for the previous month, but they have received nothing, I am informed, for their services after the surrender of the yard and up to the 25th day of March, when this Department detailed its officers to it.

I can not doubt that justice, wisdom, and policy dictate that these men should be paid, and I therefore submit the facts, and also an estimate of the amount due, \$12,857.22.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. CHARLES M. CONRAD,
Chairman Naval Committee.

[Enclosure.]

Estimate of funds required to pay the officers, clerks, mechanics, laborers, watchmen, and other employes at the navy yard, Warrington, from the 12th day of January, 1861, to the 24th day of March, 1861, inclusive.

For the pay of officers	\$2, 753. 74
Clerks, mechanics, laborers, watchmen, and other employes.....	10, 103. 48
Total	12, 857. 22

[Telegram.]

PORTSMOUTH, N. H., *January 14, 1861.**January 13.*—Could not sail yesterday. Expect to sail to-day.

J. GLYNN.

Hon. ISAAC TOUCEY,
[*Secretary of the Navy.*]

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of the departure of that vessel for sea in obedience to Department's orders.

U. S. SHIP MACEDONIAN, *January 13, 1861.*

SIR: The *Macedonian* is at sea before she is all ready, but in obedience to your repeated telegraphic orders. It is due to the officers and crew to say that they have been exposed to a very intense degree of cold within a few days and have labored cheerfully under disadvantages. Repeatedly during this time the mechanics in the yard have not been mustered in consequence of the cold. The thermometer was 9° below zero this morning. A number of the men are frost-bitten, and one more, chilled by the cold, was required to be helped down from aloft.

The ship is in confusion fore and aft, and were it necessary for her to go into action in this condition she might be captured by a vessel of half her force. We have not been able to do much more than quarter the men. The necessity is presumed to be urgent, and no effort shall be withheld to execute my orders in the shortest time; but the facts as stated above I feel should be placed upon the records of the Navy Department in event of any untoward consequences.

There has been no time within the last week that the pilot would have taken the ship to sea before to-day.

I am, respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Letter from Commander Walke, U. S. Navy, commanding U. S. ship Supply, to Paymaster Dunn, U. S. Navy, of that vessel, regarding rations.

U. S. STORESHIP SUPPLY,
Navy Yard, Warrington, January 14, 1861.

SIR: Below you will find a list of the number of marines, ordinary men, warrant officers and their families, and mechanics from this navy

yard to whom you will issue the regular navy ration from this date until such time as they may be landed from this ship at New York or some other Northern port, viz:

James [M.] Cooper, gunner, U. S. Navy, wife and 5 children.	
Robert Dixon, boatswain, U. S. Navy, wife and 2 children.	
Ladies and children	14
Mechanics employed in the navy yard	11
Warrant officers	4
Men sent from naval hospital, Warrington	9
Ordinary men from navy yard, Warrington	27
Marines from the navy-yard barracks, Warrington	34
Total	99

Very respectfully, your obedient servant,

HENRY WALKE,
Commander, U. S. Navy.

E. W. DUNN,
Paymaster, U. S. Navy, U. S. Ship Supply.

Report of Commander Walke, U. S. Navy, commanding U. S. ship Supply, transmitting letter from the commanding officer of Fort Pickens to Colonel Chase, commissioner for State of Florida, regarding hostilities.

NAVY YARD, NEW YORK, *February 4, 1861.*

SIR: The following is a copy of a letter sent by the officers in command of Fort Pickens to Colonel William H. Chase, commissioner for the State of Florida, after consultation with the Government officers in the harbor of Pensacola.

I am, very respectfully, your obedient servant,

HENRY WALKE,
Commander, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

[Enclosure.]

FORT PICKENS, PENSACOLA HARBOR, *January 16, 1861.*

SIR: Under the orders we now have from the War Department we have decided, after consultation with the Government officers in the harbor, that it is our duty to hold our position until such a force is brought against us as to render it impossible to defend it, or until the political condition of the country is such as to induce us to surrender the public property in our keeping to such authorities as may be delegated legally to receive it.

We deprecate as much as you or any individual can the present condition of affairs or the shedding of the blood of our brethren. In regard to this matter, however, we must consider you the aggressors, and if blood should be shed that you are responsible therefor.

By order of A. J. Slemmer, first lieutenant, First Artillery, commanding:

J. H. GILMAN,
Second Lieutenant, First Artillery, Acting Post Adjutant of Post.

Colonel WILLIAM H. CHASE,
Commissioner for the State of Florida.

Report of Commander Walke, U. S. Navy, commanding U. S. ship Supply, of intended departure of that vessel for New York, carrying paroled men from Pensacola navy yard.

U. S. STORESHIP SUPPLY,
Off Warrington Navy Yard, January 16, 1861.

SIR: The U. S. navy yard at Warrington, Fla., having surrendered to the authorities of the State on the 12th January, I put to sea in tow of the steamer *Wyandotte*, and on the day following, as this ship had not received her cargo, I returned with the same under a flag of truce for the purpose of transporting the marines, seamen, and officers (on parole) who were destitute of pay or provisions to the North, from whence they had been employed. They had not received their pay for two or three months, and were entirely without means. I have taken on board all who have a claim on the Government for its protection, and intend to sail this morning for New York.

I leave the *Wyandotte* here under orders from Commandant Armstrong to render all the assistance he can to the United States troops that are now occupying Fort Pickens, "until the fort is surrendered." I shall transmit to you a descriptive list of the passengers, their employments, etc.

Trusting that my action in this matter may meet your approbation, I have the honor to be, sir, most respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to commanding officers of U. S. ships Sabine and St. Louis.

FLAGSHIP POWHATAN,
Off *Sacrificios*, January 18, 1861.

SIR: You will please prepare your ship for sea, as I have orders* for you to proceed to Pensacola and report to the honorable the Secretary of the Navy.

Inform me when you are ready and I will give you your final orders.
Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Home Squadron.

Captain ADAMS, *Sabine*.
Captain POOR, *St. Louis*.

Order of the Secretary of the Navy to Lieutenant Maffitt, U. S. Navy, commanding U. S. S. Crusader.

NAVY DEPARTMENT, January 18, 1861.

SIR: On the receipt hereof you will proceed, with the *Crusader* under your command, immediately to the navy yard at New York.

I am, respectfully, your obedient servant,

I. TOUCEY,
[Secretary of the Navy.]

Lieutenant JOHN N. MAFFITT,
Commanding U. S. S. *Crusader*, Key West, Fla.

* See pp. 5, 9.

Order of the Secretary of the Navy to Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte.

NAVY DEPARTMENT, *January 18, 1861.*

SIR: On the receipt hereof you will proceed, with the *Wyandotte* under your command, immediately to the navy yard at New York.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Lieutenant O. H. BERRYMAN,
Commanding U. S. S. Wyandotte, Key West, Fla.

Order of the Secretary of the Navy to Lieutenant Craven, U. S. Navy, commanding U. S. S. Mohawk.

NAVY DEPARTMENT, *January 18, 1861.*

SIR: On the receipt hereof you will proceed, with the *Mohawk* under your command, immediately to the navy yard at New York.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Lieutenant T. A. M. CRAVEN,
Commanding U. S. S. Mohawk, Key West, Fla.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Mohawk, regarding means of communication, and requesting ordnance stores.

U. S. S. MOHAWK,
Key West, January 20, 1861.

SIR: I have the honor to report that the distracted state of affairs here has constrained me to remain at this place to aid in the defense of Fort Taylor against a threatened attack.

I have received no mail from the North for one month, and would call your attention to the fact that regular communication is cut off; and I would advise that all orders from the Department be addressed to me through our consul at Havana.

By a vessel sailing at short notice I send this letter to Cuba to advise you that I am in want of guns and ammunition, and if you approve of my suggestion will you instruct the bureau to forward to me by the first vessel from New York the following-named stores: Two 32-pounders of 33 cwt., an addition to my battery which the ship will easily carry; 100 rounds of ammunition for the above guns; 100 rounds for 24-pounder howitzer; 50 rounds for 12-pounder howitzer.

I place these matters before you under the knowledge that the Government has sent troops to the Tortugas, and the orders of the commanding officer have been exhibited to me.

I am happy to state that with one exception the officers of my ship are loyal and true to the Federal Government.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding movements of U. S. ships Sabine and St. Louis.

FLAGSHIP POWHATAN,
Off Sacrificios, January 21, 1861.

SIR: I have the honor to acknowledge the receipt of your orders, under date of the 24th of December and 9th of January, directing me to send the *Sabine* and *St. Louis* to Pensacola.

In obedience to those orders the *Sabine* and *St. Louis* will sail from this place in a day or two, or as soon as money can be procured to pay their bills.

I send this letter by a Spanish vessel of war, by the way of Havana, and a duplicate by the *Tennessee*.

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

G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain Barron, U. S. Navy, to proceed to Fortress Monroe and Pensacola as bearer of dispatches.

Confidential.] NAVY DEPARTMENT, January 21, 1861.

SIR: Herewith you will receive a confidential dispatch addressed to Captain William S. Walker, commanding the U. S. steam sloop *Brooklyn*, with which you will proceed to Old Point Comfort and deliver to that officer.

You will afterwards proceed immediately to Pensacola, Fla., and on your arrival there will put yourself in communication with the commanding officer of Fort Pickens.

You will also take such steps as you may deem best to communicate with any vessels of the U. S. Navy that may be coming to the navy yard at Pensacola, and warn them not to enter the harbor, but to remain outside until the Department may otherwise direct.

The Navy agent at Washington will be authorized to advance you \$200 for traveling expenses.

You will also take charge of the dispatches that the Secretary of War may have to send to the commanding officer at Fortress Monroe and deliver them on your arrival at Old Point Comfort.

I am, very respectfully, your obedient servant,

I. TOUCEY,
[Secretary of the Navy.]

Captain SAMUEL BARRON, U. S. Navy,
Washington.

P. S.—After completing this duty you will return to Washington.

[Enclosure.]

Confidential.] NAVY DEPARTMENT, January 21, 1861.

SIR: You will immediately proceed, with the U. S. steam sloop *Brooklyn* under your command, to Fortress Monroe, and there receive on board that vessel such United States troops as the War Department may designate, and convey them to Fort Pickens, in Florida. You will also receive on board, if practicable, the guns and gun carriages which

the commanding officer at Fortress Monroe has been directed to send to Fort Jefferson at Tortugas, and land them at that place en route to Fort Pickens.

You will not enter the harbor of Pensacola, and will land the troops outside, as near Fort Pickens as may be practicable, and then remain in that vicinity for the purpose of cooperating in the defense of the fort in case of an attack upon it.

You will remain off Pensacola harbor until otherwise instructed by the Department, and act strictly on the defensive.

I am, respectfully, your obedient servant,

I. TOUCEY,
[Secretary of the Navy.]

Captain WILLIAM S. WALKER,
Commanding U. S. S. Brooklyn, Hampton Roads, Va.

Order of the Secretary of the Navy to commanding officers of United States vessels off Pensacola, Fla., regarding defense of Fort Pickens.

NAVY DEPARTMENT, January 21, 1861.

SIR: After receiving this you will not enter Pensacola harbor, but remain outside and cooperate in defending Fort Pickens in case of an assault upon it, and will at all times act strictly on the defensive.

I am, respectfully, your obedient servant,

[I. TOUCEY,
Secretary of the Navy.]

Captain JAMES GLYNN,
Commanding U. S. Ship Macedonian, off Pensacola, Fla.
Captain HENRY A. ADAMS,
Commanding U. S. Ship Sabine, off Pensacola, Fla.
Commander CHARLES H. POOR,
Commanding U. S. Sloop of War St. Louis, Home Squadron, Florida.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding means of communication with the Department.

FLAGSHIP POWHATAN,
Off Sacrificios, January 21, 1861.

SIR: I beg leave to state to the Department that I apprehend difficulties in regard to the dispatches of the Department reaching me by the way of New Orleans and my dispatches reaching the Department. I would therefore respectfully recommend that duplicates be sent by the way of Havana, in care of the American consul-general, Mr. Helm, who will see them forwarded. I would also state to the Department that I may find it necessary to move the squadron to Havana, and will there await orders, if I do not succeed in procuring money here. I will, however, leave a small vessel at this port for the present. The *Sabine* and *St. Louis* will leave this port in a few days for Pensacola, but will not enter that port unless they can do so with safety.

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

G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding condition of affairs in Mexico.

FLAGSHIP POWHATAN,
Off *Sacrificios*, January 21, 1861.

SIR: I have the honor to inform the Department that the difficulties existing between the Constitutional party and the Church party have terminated by the success of the Liberals.

On the 22d of December Miramon was completely routed by the Constitutionalists, and on Christmas day the Liberal army entered the capital. President Juarez has returned to the City of Mexico and taken charge of the Government. It is generally thought here that the war is over.

I would have apprised you of this intelligence before, but have had no opportunity of communicating with the Department.

I have the honor to be, very respectfully, sir, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the efficient condition of his command.

FLAGSHIP POWHATAN,
Off *Sacrificios*, January 21, 1861.

SIR: Herewith you will find enclosed the reports of an inspection held by me on the vessels of the Home Squadron; also of boat exercise. I take great pleasure in stating to the Department that I found the vessels of this squadron in a most satisfactory state of discipline and efficiency, as you will learn from the accompanying reports.

I beg leave also to inform the Department that I appointed Captain Mercer, of the *Powhatan*, inspector of ordnance for the occasion, and Lieutenant George Brown assistant inspector.

Very respectfully, I have the honor to be, sir, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding transfer of his flag from the U. S. S. Powhatan to the U. S. ship Cumberland.

FLAGSHIP POWHATAN,
Off *Sacrificios*, January 21, 1861.

SIR: I desire to inform the Department that I have not as yet transferred my flag to the *Cumberland*. Owing to a case of smallpox having made its appearance on board of that vessel shortly after her arrival, I was compelled to quarantine her.

I am glad to inform the Department that, the disease having entirely disappeared, I will hoist my flag on board in a few days.

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

G. J. PENDERGRAST,

Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding U. S. vessels Sabine and St. Louis.

FLAGSHIP POWHATAN,

Off Sacrificios, January 22, 1861.

SIR: In the event of the captains of the *Sabine* and *St. Louis* not being able to enter Pensacola, they will be directed to proceed to Hampton Roads, Va., or act at their own discretion.

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

G. J. PENDERGRAST,

Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Oraven, U. S. Navy, commanding U. S. S. Mohawk, regarding the threatening aspect of affairs at Fort Jefferson, Fla.

U. S. S. MOHAWK,

Tortugas, January 23, 1861.

SIR: I have the honor to inform you that no official letters came by the last mail to Key West, and I must confess a natural anxiety for instructions from the Department.

In consequence of a threatened attack on Fort Jefferson by 500 men from New Orleans, I came to this place on Monday. So far the expedition has not been able to procure a suitable steamer. Meanwhile six heavy guns have been brought from Key West and are now being landed. As soon as they are mounted in the fort I will return to Key West. The people of that city are very apprehensive of an invasion from the mainland, and I am persuaded that if the Government will send a sloop of war for their protection the town will stand by the Union. Quite a number of Bahama families have left the place; others are preparing to leave.

Under the threatening aspect of affairs, I purpose removing the naval provisions and clothing into Fort Taylor for safe-keeping, and hope you will approve of the measure. I have taken on board of my vessel all that can be stowed.

I regret to state that the boiler of this ship is becoming so thin and weak as to be unsafe with a pressure exceeding 10 pounds, and I have recently been delayed by three weeks of repairs; and if any service is expected of the *Mohawk* she ought immediately to be provided with a new boiler, to give all on board that feeling of confidence in the ship which is a necessary ingredient to successful enterprise.

I wrote you on the 20th, requesting two additional 32-pounder guns of 33 cwt.; the steamer will carry them with ease. I also asked for ammunition, that I may be prepared for whatever emergency may arise.

I need not assure you, sir, that my heart and life are at the disposal of my country and its Government.

I am, very respectfully, your obedient servant,
T. AUGS. CRAVEN,
Lieutenant, Commanding.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, transmitting copies of orders to commanding officers of U. S. vessels Sabine and St. Louis.

FLAGSHIP POWHATAN,
Off Sacrificios, January 28, 1861.

SIR: Enclosed you will find my order to Captain Adams, of the *Sabine*, and Commander Poor, of the *St. Louis*. They will both sail to-day for Pensacola.

I have the honor to be, sir, very respectfully, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP POWHATAN,
Off Sacrificios, January 28, 1861.

SIR: I have received your letter reporting your ship ready for sea. You will proceed to Pensacola in the [*Sabine*] [*St. Louis*], and on your arrival there report in writing to the honorable the Secretary of the Navy, and await further orders. If you find any difficulty in entering or leaving the port of Pensacola you will proceed to Hampton Roads, Va., and there report for further orders to the Department, or act at your own discretion.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Captain ADAMS,
Sabine.

Commander POOR,
St. Louis.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Murray, U. S. Navy.

FLAGSHIP POWHATAN,
Off Sacrificios, January 28, 1861.

SIR: You will report immediately to Commander Hazard as his relief in the command of the U. S. S. *Pocahontas*.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commanding Home Squadron.

Lieutenant ALEX. MURRAY,
Cumberland.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Pocahontas.

FLAGSHIP POWHATAN,
Off Sacrificios, January 29, 1861.

SIR: Please have the *Pocahontas* kept in readiness for sea at short notice. Keep her bills paid up and water filled.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer Home Squadron.

Lieutenant Commanding A. MURRAY,
U. S. S. Pocahontas.

Report of Captain Barron, U. S. Navy, of his arrival at Pensacola and the condition of affairs there.

NAVY YARD, WARRINGTON, FLA., *January 29, 1861.*

SIR: I have the honor to inform you of my arrival in Pensacola on Sunday night. At 11 o'clock Monday morning I had an interview with Colonel Chase, commanding the forces in this district, who has afforded me every necessary facility for communicating with the vessels that may appear off the harbor, and also with Fort Pickens.

Neither of the vessels for which I have dispatches has yet appeared. I find the *Wyandotte*, Lieutenant Commanding Berryman, here cooperating with Fort Pickens under an order from Commodore Armstrong. I have directed him to remain off this harbor, as the most ready and certain means for carrying out my orders from you. I am happy to inform you that the officers and others at Fort Pickens receive their mail regularly from this post-office, and are allowed to obtain fresh provisions, etc., from the town and neighborhood.

I am reliably informed that Governor Perry, of this State, has issued orders to prevent any reinforcements being thrown into Fort Pickens. May I be permitted to suggest that if orders to that effect have been given they may be suspended; if they be so, and made contingent upon any absolute necessity for relief to the fort, the *Brooklyn* (if reinforcements be on board her) can lay off and on the harbor until necessity for landing shall occur, and thus stave off all pretense for collision. The object of my visit here, to warn vessels not to enter the harbor and to avoid collision, seems to have given great satisfaction and comfort to all parties. The troops in this district, numbering about 1,500, are, I understand, anxious to make an assault, but have thus far been successfully restrained by Colonel Chase. Should, however, reinforcements be landed, the impatience of these men, combined with the expressed determination of Governor Perry, may prove too strong for even Colonel Chase's influence. Communications to me either by letter or telegraph will probably come safely if directed to navy yard, Warrington, Fla.

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

S. BARRON,
Captain, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to the U. S. consul at Vera Cruz, transmitting letter to the U. S. minister to Mexico.

FLAGSHIP POWHATAN,
Off Sacrificios, January 29, 1861.

SIR: Your favor under date of January 28 has been received and contents noted with much pleasure, for which accept my thanks.

The boats of the Spanish steamers have been going backward and forward the whole morning, I presume in connection with the affairs of the papal nuncio and the Spanish minister.

I enclose to you a letter to the Hon. J. B. Weller, U. S. minister to Mexico, which I beg you will forward at the first convenient opportunity.

Please inform me if you have heard of the arrival of Mr. Weller.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag Officer, Commander in Chief Home Squadron.

Colonel J. T. PICKETT,
U. S. Consul, Vera Cruz.

[Enclosure.]

FLAGSHIP POWHATAN,
Off Sacrificios, January 29, 1861.

SIR: I have this moment heard unofficially of your arrival at the City of Mexico.

I have been sent here by the Department with orders to protect the citizens of the United States, and in certain contingencies, if the minister in Mexico recommends it, for me to land a force for that purpose.

I have no orders to withdraw the vessels from this place, but I am under the necessity of informing you that I will feel it to be my duty to do so if I can not procure money to support the squadron.

It is my intention to take this ship and the *Cumberland* to Havana and there await further orders from the Navy Department. I will leave the *Pocahontas* off Vera Cruz for the present.

I would be glad to hear from you at your earliest convenience, with any suggestions that you may deem proper in regard to the movements of the squadron under my command.

The present unhappy state of affairs at home places me in great embarrassment, but I certainly will not remain here longer than money can be procured to pay for supplies for the ships.

If at Havana I fail to get my drafts on the Government cashed, I will without orders proceed to Hampton Roads, Va., or New York, and place the ships in the hands of the Secretary of the Navy.

By order of the Department I have this day dispatched the *Sabine* and *St. Louis* to the United States.

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

G. J. PENDERGRAST,
Flag Officer Home Squadron.

Hon. J. B. WELLER,
U. S. Minister, City of Mexico.

Report of the Colonel Commandant Marine Corps, transmitting for the action of the Department the parole of Captain Watson, U. S. Marine Corps.

HEADQUARTERS MARINE CORPS,
Washington, January 29, 1861.

SIR: I enclose to the Department a copy of a letter from Captain Watson, reporting his arrival in *Brooklyn*, and enclosing a copy of his parole of honor. As I am not aware of the United States being at war with Florida, I report the facts for the action of the Department.

I am, sir, very respectfully, yours,

JNO. HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

[Enclosure.]

MARINE BARRACKS,
Navy Yard, New York, January 28, 1861.

SIR: I have the honor to report my arrival here from Pensacola, and that the marine guard lately attached to the navy yard at Warrington left there on the 16th instant in the U. S. ship *Supply*, bound to this port.

I shall await here your further orders. I herewith enclose a copy of parole.

I am, sir, respectfully, your obedient servant,

J. WATSON,
Captain, U. S. Marine Corps.

Hon. JOHN HARRIS,
Commandant Marine Corps, Washington.

[Subenclosure.]

PENSACOLA NAVY YARD, January 16, 1861.

Captain Josiah Watson, of the U. S. Marine Corps, having given his parole of honor not to bear arms against the State of Florida, has permission to leave this place with his family and private property without hindrance or molestation.

V. M. RANDOLPH,
Captain, Commanding Navy Yard.

Order from the Secretary of the Navy to Captain Barron, U. S. Navy, transmitting copy of instructions to commanding officers off Pensacola, Fla.

NAVY DEPARTMENT, January 30, 1861.

SIR: I transmit herewith for your information a copy of a telegraphic dispatch signed jointly by the Secretary of War and the Secretary of the Navy. Should this dispatch have failed to reach the officers to whom it is addressed, you will furnish them with a copy of it for their guidance.

I am, respectfully, your obedient servant,

I. TOUCEY,
[Secretary of the Navy.]

Captain SAMUEL BARRON, U. S. Navy,
Pensacola, Fla.

[Enclosure.]

WASHINGTON, *January 29, 1861.*

In consequence of the assurances received from Mr. Mallory in a telegram of yesterday to Messrs. Slidell, Hunter, and Bigler (with a request that it should be laid before the President) that Fort Pickens would not be assaulted, and an offer of such an assurance to the same effect from Colonel Chase for the purpose of avoiding a hostile collision, upon receiving satisfactory assurances from Mr. Mallory and Colonel Chase that Fort Pickens will not be attacked you are instructed not to land the company on board the *Brooklyn* unless said fort shall be attacked or preparations shall be made for its attack. The provisions necessary for the supply of the fort you will land. The *Brooklyn* and the other vessels of war on the station will remain, and you will exercise the utmost vigilance and be prepared at a moment's notice to land the company at Fort Pickens, and you and they will instantly repel any attack on the fort.

The President yesterday sent a special message to Congress commending the Virginia resolutions of compromise. The commissioners of different States are to meet here on Monday, the 4th February, and it is important that during their session a collision of arms should be avoided, unless an attack should be made, or there should be preparation for such an attack. In either event the *Brooklyn* and the other vessels will act promptly.

Your right and that of the other officers in command at Pensacola freely to communicate with the Government by special messenger, and its right in the same manner to communicate with yourselves and them, will remain intact as the basis on which the present instruction is given.

J. HOLT,
Secretary of War.

I. TOUCEY,
Secretary of the Navy.

James Glynn, Commanding the *Macedonian*; Captain W. S. Walker, Commanding the *Brooklyn*, and other Naval Officers in Command, and Lieutenant Adam J. Slemmer, First Regiment Artillery, U. S. Army, Commanding Fort Pickens, Pensacola, Fla.

Extract from instructions of the Secretary of War to Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, to act on the defensive.

WAR DEPARTMENT, *January 29, 1861*

SIR: * * * You are instructed to act strictly on the defensive and avoid as far as possible a collision with the hostile troops concentrated at Pensacola and the adjacent forts. Should you, however, be attacked, you will make the best defense of which your position and resources are capable. The naval forces of the United States now at Pensacola, or which may hereafter arrive there, it is expected will cordially cooperate with you. You will observe that it is expressly understood as the basis of the instructions forwarded to you that the communication between yourself and others in command at Pensacola and the Government is to be kept open and unobstructed; you will

avail yourself of this provision and report by special messenger to the Department. * * *

Respectfully, your obedient servant,

J. HOLT,
Secretary of War.

Lieutenant ADAM J. SLEMMER,
First Regiment of Artillery, U. S. Army, Comdg. Fort Pickens.

Order of the Secretary of the Navy to Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte, to remain off Pensacola, Fla.

NAVY DEPARTMENT, *January 30, 1861.*

SIR: Should any of the orders* of the 18th instant, addressed to you in triplicate and sent to Key West, Havana, and Oienfuegos, directing you to proceed to New York, reach you, you will consider them revoked and remain off Pensacola, Fla., until further orders.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Lieutenant O. H. BERRYMAN,
Commanding U. S. S. Wyandotte, off Warrington, Fla.

Order of the Secretary of the Navy to Lieutenant Craven, U. S. Navy commanding U. S. S. Mohawk, to remain in Florida waters.

NAVY DEPARTMENT, *January 31, 1861.*

SIR: I have received your communications† of the 20th and 23d instant. Your course as therein indicated meets with the approval of the Department, and it is much gratified at your zeal in adopting measures for the protection of the public property and at your spirit of loyalty to the Government. The additional guns and ordnance stores desired will be sent from New York to Key West per steamer.

On the 18th instant the Department sent duplicate orders to you at Key West and Havana to proceed with the *Mohawk* to New York. You will consider these as revoked and will remain in the vicinity of Key West and Tortugas for the purpose of cooperating in the protection of public property.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Lieutenant T. A. M. CRAVEN,
Commanding U. S. S. Mohawk, Key West, Fla.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of arrival at Tortugas Keys, and intended departure for Pensacola for protection of public property.

U. S. SHIP MACEDONIAN,
Tortugas Keys, Fla., February 1, 1861.

SIR: I arrived here yesterday, and expect to sail to-morrow morning early.

The delay has been opportune for putting the ship in a better condition to repel assault, if necessary, than we have been able to do before.

* See p. 65.

† See pp. 65, 69.

I hear of many changes that have taken place at Pensacola, probably since the order of the Department to me by telegram dated 5th January, which have led me to reflect more upon that order than would be necessary under ordinary circumstances. But there seems to be one course only to pursue—to go there and protect the public property, and that I will do if possible.

Great inconvenience is felt from the want of public funds in the ship. Had it not been for the accommodation of Captain M. C. Meigs, Engineer Corps, on duty here, we might have been obliged to pay the pilotage in with the provisions or stores of the ship.

Very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding movements of United States vessels.

NAVY DEPARTMENT, *February 2, 1861.*

SIR: On the receipt hereof you will direct the *Powhatan* to proceed to New York and the *Pocahontas* to Hampton Roads, immediately. You will proceed with your flagship, the *Cumberland*, to Hampton Roads also, and there await the further instructions of the Department.

The *Macedonian*, which sailed from Portsmouth, N. H., on the 13th of January for Pensacola, will be ordered by the Department to repair to Vera Cruz.

I am, respectfully, your obedient servant,

[I. TOUCEY,
Secretary of the Navy.]

Flag-Officer G. J. PENDERGRAST,
Commanding Home Squadron, Vera Cruz, Mexico.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian.

U. S. SHIP MACEDONIAN,
Tortugas Keys, Fla., February 2, 1861.

SIR: The *Brooklyn* has just arrived, and I have received your order of 21st January. I am now underway, bound to the offing of Pensacola.

Very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Captain Barron, U. S. Navy, transmitting letter from Colonel Chase, commanding forces of Florida, regarding cessation of hostilities.

NAVY YARD, WARRINGTON, FLA., *February 2, 1861.*

SIR: Herewith I have the honor to send you a copy of letters from Colonel Chase, commanding the forces in this district, and the Hon. S. R. Mallory. I have delivered a copy to Lieutenant Slemmer, commanding Fort Pickens, and shall deliver the originals of these and the

telegram from the honorables the Secretaries of the War and Navy Departments to the senior naval officer that may arrive here. Neither of the vessels for whom I have dispatches has yet arrived. I understand that some of the forces which have assembled here from other States will in a short time return to their homes, in consequence of the armistice established by these papers. I am inclined to believe that my mission here has been productive of much comfort and has prevented a collision of arms. Colonel Chase and Captain Randolph have extended to me every facility for executing my orders, and are uniformly courteous and kind. The *Wyandotte* is now at the wharf taking in coal and water, upon my representation that I wish to use her as a dispatch vessel for communicating with vessels that may appear off the harbor, and other purposes.

I wrote you the day after my arrival here a letter containing suggestions which have been anticipated by your telegram. I shall remain here until a senior officer to myself shall arrive. I think the vessels expected off this harbor may be looked for in the course of three or four days.

I have the honor to be, sir, most respectfully, your obedient servant,
S. BARRON,
Captain, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS PENSACOLA DISTRICT, *January 29, 1861.*

SIR: I enclose herewith a note, relating to a dispatch sent to him from Washington, from the Hon. S. R. Mallory.

This dispatch* I also enclose, it having been delivered to me by Mr. Mallory for that purpose. These documents speak for themselves, and I would request that you would communicate them to the officers, or any one of them, to whom the telegram is addressed, and also my assurance that, on condition that the companies on board the U. S. S. *Brooklyn* intended to reenforce Fort Pickens shall not be landed, Fort Pickens shall not be attacked and the preparations for an attack shall be discontinued.

Communications by special messenger between the army and the naval officers on the Pensacola station and the U. S. Government, to and from, shall not be obstructed in any way.

I am, very respectfully, your obedient servant,
WM. H. CHASE,
Colonel, Commanding Forces of Florida.

Captain SAMUEL BARRON, U. S. Navy,
Navy Yard, Warrington.

[Subenclosure.]

PENSACOLA, *January 29, 1861.*

Being assured myself that no attack will be made on Fort Pickens unless an attempt to reenforce its garrison shall first be made, I give this assurance to the officers named in the dispatch to which Colonel Chase refers, together with the further assurance of the discontinuance of Colonel Chase's preparations for such attack, and of the unrestricted communication to which he also refers.

S. R. MALLORY.

* See p. 74.

Order of the Secretary of the Navy to Commander Sands, U. S. Navy, to proceed to Pensacola, Fla., as bearer of enclosed dispatch.

NAVY DEPARTMENT, *February 4, 1861.*

SIR: Herewith enclosed is a dispatch from the Department to Captain James Glynn, commanding the U. S. S[hip] *Macedonian*, off Pensacola Harbor. You will proceed with it to Pensacola and deliver it to Captain Glynn, or in his absence to Captain Samuel Barron or the senior commanding officer of the U. S. Navy present, after which you will return to Washington. The Navy agent at Washington has been authorized to advance you \$150 on account of traveling expenses.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Commander B. F. SANDS, U. S. Navy,
Washington.

[Enclosure.]

NAVY DEPARTMENT, *February 4, 1861.*

SIR: On the appearance of either the *Sabine* or *St. Louis* off Pensacola Harbor, you will proceed with the *Macedonian* to Vera Cruz and remain there until further instructions.

Should you find Flag-Officer Pendergrast at Vera Cruz, you will deliver the accompanying dispatch* to him; otherwise you will return it to the Department.

The *Macedonian*, under your command, forms a part of the Home Squadron, and you will report accordingly to Flag-Officer Pendergrast.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Captain JAMES GLYNN,
Commanding U. S. S[hip] Macedonian, off Pensacola Harbor.

Report of Commander Walke, U. S. Navy, commanding U. S. ship Supply, of the arrival of that vessel at New York from Pensacola, and giving account of affairs at Fort Pickens, Fla.

U. S. STORESHIP SUPPLY,
Navy Yard, New York, February 4, 1861.

SIR: I have the honor to report the arrival of this ship, nineteen days from Warrington [Pensacola] navy yard, and I beg leave most respectfully to explain the circumstances of my return to this port.

Two or three days previous to the surrender of the Warrington navy yard the officers and crew of this ship were zealously engaged, day and night, transporting military stores, provisions, and otherwise assisting in the defenses at Fort Pickens.

About 2 o'clock on the 12th January the navy yard was taken possession of by troops of Florida. As soon as the flags were struck I signalized to the *Wyandotte* (then underway) to bring off the marines to strengthen Fort Pickens. But being informed that they had laid down their arms, and that the navy yard and all the public property, with the hospital and forts (except Pickens), were captured by the

* See p. 76.

militia of Florida, I put to sea in tow of the *Wyandotte* and anchored beyond the range of cannon shot. But I could not desert our officers and men, who were so suddenly deprived of their homes without pay or credit, [and] short of provisions, under such painful humiliation, without an effort on my part to relieve them. As this ship had none of her stores, and but 260 tons of coal on board, barely sufficient for ballast, and being prevented from carrying-out my orders at Warrington, I resolved to return to New York for the double purpose of obtaining the stores, coal, etc., required by the Gulf Squadron and of offering a passage to the officers, employés, seamen, and marines of the navy yard, who, being faithful to their allegiance, were considered prisoners of war on parole; and also to communicate the condition of affairs at Warrington to the Navy Department with all dispatch, as the United States mails to that place had for some time past been interrupted.

Fort Pickens is defended with about 100 men who are provisioned for six months, and will resist any attack upon the fort by a force of less than 4,000 men. Troops were daily arriving by steamer from Mobile.

We transported all the powder from Fort Barrancas to Fort Pickens and destroyed all that was in the magazine at Fort McRee.

With the enclosed list of officers and crew of this ship I also send a list of the passengers and of the officers and seamen of our Navy who are reported to have joined the Florida navy, who continue to occupy their quarters with the same rank they held in the U. S. Navy.

I reported the sailing of this vessel and the circumstances by letter to you from Warrington, but the mails not being reliable, I respectfully repeat the same in this report.

I have the honor to be, sir, most respectfully, your obedient servant,
HENRY WALKER,
Commander, U. S. Navy.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of arrival there of U. S. frigate Sabine.

U. S. FRIGATE SABINE,
Off Pensacola, February 6, 1861.

SIR: I have the honor to inform you of the arrival of this ship off Pensacola this day.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Mohawk, regarding movements of United States vessels.

U. S. S. MOHAWK,
Off the Navy Yard, New York, February 7, 1861.

SIR: For the information of the Department I have the honor to state that the U. S. S. *Brooklyn* was at Key West on the 31st ultimo

coaling; would leave the next night for the Tortugas. The *Macedonian* was spoken by the *Crusader* at midnight of the 29th, bound to the Tortugas. The *Crusader* was at Key West on the 31st, to sail in a few days for New York.

I have the honor to be, very respectfully, your obedient servant,
 T. AUGS. CRAVEN,
Lieutenant, Commanding.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

Letter from Captain Vogdes, U. S. Army, commanding forts in Pensacola Harbor, to the commanding officer of the U. S. naval forces on that station, regarding defense of Fort Pickens.

U. S. S. BROOKLYN, February 8, 1861.

SIR: This will be handed to you by Lieutenant Langdon, of the U. S. Army, who will show to you, if you desire it, the order by which I am assigned to the command of the forts in this harbor. Under the instructions which I have received from the War Department I am led to believe that instructions have been given to the naval commanders on this station to cooperate in the defense of Fort Pickens, the only one of the forts now in possession of the United States. If I am correct in this inference, I should like to be informed as to your views, and the forces and disposition you may be disposed to assign for the defense of that place. I would beg leave to suggest that Fort Pickens is in a very poor state of defense with its present weak garrison, and that I should desire to have the ships, and especially the *Brooklyn*, upon which my company is at present, as near to Fort Pickens as it is possible for her to be stationed. Of course you must be governed in this case by the instructions which you may have received from the Navy Department. I should desire to have a consultation with you at as early a period as may be convenient to you. I should also suggest that it would be desirable that we should both visit Fort Pickens, in order that we may agree upon a system of defense proper to carry out the views of the Government. If you desire it, Lieutenant Langdon will remain for your reply to this communication.

I. VOGDES,
Captain, First Artillery, Commanding Forts in Pensacola Harbor.

THE COMMANDING OFFICER OF THE
 NAVAL FORCES ON THIS STATION.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of the arrival of that vessel off Pensacola, Fla.

U. S. SHIP MACEDONIAN,
Off Pensacola Harbor, February 9, 1861.

SIR: I have the honor to report the arrival of the *Macedonian* off Pensacola. I have had communication with the *Wyandotte*, and exchanged signals with the *Sabine* to leeward. Two other snips in sight in the same direction are supposed to be the *Brooklyn* and the *St. Louis*.

I learn from Captain Berryman that the *Brooklyn* has not landed the troops she had on board for Fort Pickens, and presume the reasons will be communicated to the Navy Department by the same conveyance that will carry this letter.

I am, very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

HON. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Irwin, U. S. Navy, late of U. S. S. Wyandotte, transmitting, in explanation of his absence from duty, copies of orders to and detachment from that vessel.

PITTSBURG, PA., *February 10, 1861.*

SIR: I have the honor to acknowledge the receipt of your communication of the 8th instant, and to enclose you my orders to and detachment from the U. S. S. *Wyandotte*. In justice to myself I deem a further explanation necessary. I visited Warrington for the purpose of moving my wife and children to my home in Pittsburg, but was detained by sickness in my family. On the 9th ultimo I reported for duty on board the U. S. S. *Wyandotte*, and was employed transporting the garrison of Fort Barrancas to Fort Pickens. On the 11th ultimo I was informed by Lieutenant Commanding Berryman that he had orders to fill up with coal and proceed to his station on the south coast of Cuba. Early on the morning of the 12th ultimo I was informed that he was ordered not to fire a gun unless his own vessel was attacked, and in the event of the surrender of the navy yard he was to proceed to his station. At this time Lieutenant J. R. Eggleston was still attached to the *Wyandotte* and had not sent in his resignation. I was also informed that another lieutenant would take passage in her as far as Key West, and at Key West Lieutenant Abner Read was to join her. Knowing all this, I asked Lieutenant Commanding Berryman if he could dispense with my services, for I knew that my family would be in great danger from the lawless mob of Warrington. Lieutenant Commanding Berryman sent me with a communication to Commodore Armstrong, in answer to which I received the enclosed detachment.

I endeavored to get a conveyance for Pensacola in order to proceed to Pittsburg by land, but it was utterly impossible. Shortly afterwards I heard that the navy yard had been surrendered and saw the *Wyandotte* towing the *Supply* out of the harbor. The next morning both vessels returned under a flag of truce. Hearing that Commander Walke had determined to take the families of the Army officers and the prisoners to New York, and not wishing to be taken prisoner by the forces of Florida, I took a boat from the beach and moved my family on board the U. S. S[hip] *Supply*. When I joined the *Wyandotte* I supposed that we were to defend the Government property, and I worked cheerfully night and day to prepare for it, but when I found that the navy yard was to be surrendered without a blow, and that the *Wyandotte* was ordered to her station, I deemed that I had a right to think of my helpless family.

Very respectfully, your obedient servant,

JOHN IRWIN,
Lieutenant.

HON. SECRETARY OF THE NAVY,
Washington, D. C.

[Enclosures.]

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 9, 1861.

SIR: You will report to Lieutenant Commanding O. H. Berryman for temporary duty on board the U. S. S. *Wyandotte*, under his command.

I am, respectfully, your obedient servant,

JAS. ARMSTRONG,
Commandant.

Lieutenant JOHN IRWIN, U. S. Navy,
Warrington, Fla.

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
Warrington, Fla., January 12, 1861.

SIR: The commanding officer of the U. S. S. *Wyandotte* having reported to me that he can dispense with your services, my order of the 9th instant, directing you to report for temporary duty on board that vessel, is hereby revoked.

Respectfully, your obedient servant,

JAS. ARMSTRONG,
Commandant.

Lieutenant JOHN IRWIN, U. S. Navy,
Warrington, Fla.

[Endorsement.]

Answer that the order of Captain Armstrong detaching him from the *Wyandotte* of course relieves him from censure. Without it, however, he would not have been justified in his course.

I. T[OUCEY].

Letter from Captain Walker, U. S. Navy, commanding U. S. S. Brooklyn, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding reenforcements for Fort Pickens.

U. S. S. BROOKLYN,
Off Pensacola, February 12, 1861.

SIR: In reply to your letter of to-day I have respectfully to inform you that I can furnish from this ship ninety-three men fully armed and equipped.

This is exclusive of the marines, who number forty-three, and also of the firemen and coal heavers, whose services are required in the engineer's department.

Very respectfully, your obedient servant,

W. S. WALKER,
Captain.

Captain H. A. ADAMS,
Senior Officer Present, Comdg. U. S. Naval Forces off Pensacola, Fla.

Letter from the Secretary of the Navy to Lieutenant Craven, U. S. Navy, commanding U. S. S. Mohawk, transmitting letters of commendation from Brigadier-General Totten and Captain Meigs, U. S. Engineer Corps.

NAVY DEPARTMENT, February 15, 1861.

SIR: I herewith enclose a copy of a communication addressed to this Department on the 13th instant by Brevet Brigadier-General Joseph G.

Totten, Chief Engineer of the Army, and also a copy of the letter of Captain M. C. Meigs that accompanied it, acknowledging valuable assistance rendered by you with the *Mohawk* in connection with the security of Fort Taylor and Fort Jefferson. The Department is pleased to be the channel of communication in this instance.

I am, respectfully, your obedient servant,

[I. TOUCEY,
Secretary of the Navy.]

Lieutenant T. A. M. CRAVEN,
Commanding U. S. S. Mohawk, New York.

[Enclosure.]

ENGINEER DEPARTMENT, *Washington, February 13, 1861.*

SIR: I take pleasure in enclosing for the information of the Department a letter from Captain M. C. Meigs, Corps of Engineers, stationed at Fort Jefferson, Tortugas, Fla., in which he expresses the great obligations he is under to Captain Craven, of the U. S. S. *Mohawk*, and Captain Maffitt, of the *Orusader*, for valuable assistance rendered by those officers with the vessels under their command, by watching over the safety of the fort while without a garrison.

Captain [Edward B.] Hunt, Corps of Engineers, stationed at Key West, Fla., has acknowledged in several of his letters and reports similar important services on the part of these officers in connection with the security of Fort Taylor.

To the testimony of its officers this Department desires to add an expression of its own sense of the obligations the service is under to Captains Craven and Maffitt for their prompt and efficient assistance in aiding and protecting the two works referred to, at a time when such assistance was of the utmost importance in consequence of the want of a proper garrison at one of them and of both garrison and armament at the other.

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

JOS. G. TOTTEN,
Brevet Brigadier-General, and Chief Engineer.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

[Subenclosure.]

FORT JEFFERSON,
Harbor of the Tortugas, January 25, 1861.

SIR: The *Mohawk*, Captain Craven, will sail for Key West to-day, and will probably dispatch a mail by the steamer of the 28th from Havana for New York.

I beg the Department to acknowledge to the Navy Department, and especially to Captain Craven himself, its obligations for valuable assistance rendered at this time.

He sailed to this post from Key West, at my request, to watch over it while it was so destitute of arms.

The two fieldpieces brought by the command of Major Arnold would have been incapable of seriously damaging any vessels bringing an expedition to seize the fortress.

At 10:30 a. m. to-day the last of the 8-inch guns brought from Fort Taylor was in position, and this would not have been so soon accomplished without the assistance of a gang of sailors kindly lent me by Captain Craven.

To Captain Maffitt, of the U. S. S. *Orusader*, we are also under obligations for conveying the vessels bringing the armament and ammunition which render this place safe from attack.

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

M. C. MEIGS,
Captain of Engineers.

Brigadier-General J. G. TOTTEN,
Chief Engineer, Washington, D. C.

Instructions from the Secretary of the Navy to commanding officers of United States vessels off Pensacola, Fla.

NAVY DEPARTMENT, *February 16, 1861.*

SIR: You will maintain such a position off Pensacola Harbor as can be done consistently with the safety of the vessel under your command, that you may readily throw in reinforcements and cooperate with the Army troops in resisting any attack on Fort Pickens.

I am, respectfully, your obedient servant,

I. TOUCEY.

Captain HENRY A. ADAMS,

Commanding U. S. Frigate Sabine, off Pensacola Harbor.

Captain WILLIAM S. WALKER,

Commanding U. S. Steam Sloop Brooklyn, off Pensacola Harbor.

Commander CHARLES H. POOR,

Commanding U. S. Sloop of War St. Louis, off Pensacola Harbor

Report of commandant navy yard, New York, of arrival there of U. S. S. Orusader.

NAVY YARD, NEW YORK, *February 16, 1861.*

SIR: I have to inform the Department that the U. S. S. *Orusader*, Lieutenant Commanding Maffitt, arrived here this morning.

I request authority to approve the bill for piloting her from sea at the usual rates for national armed vessels.

Very respectfully, your obedient servant,

SAMUEL L. BREESE,
Commandant.

Hon. ISAAC TOUCEY,

Secretary of the Navy, Washington.

Report of Commander Poor, U. S. Navy, commanding U. S. ship St. Louis, regarding reinforcements for Fort Pickens.

U. S. SHIP ST. LOUIS,
Off Pensacola, February 19, 1861.

SIR: In answer to your communication received February 13, I have to state that I can furnish thirty men and twenty marines, and they will be equipped and ready to land at any moment they may be required.

Very respectfully, your obedient servant,

O. H. POOR,
Commander.

Captain H. A. ADAMS,
Senior Officer Present.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding the vessels under his command.

U. S. FRIGATE SABINE,
Off Pensacola, February 19, 1861.

SIR: I have the honor to inform you that Captain Glynn sailed on the evening of the 11th instant in the *Macedonian* for Vera Cruz.

It devolves on me as senior officer present to give you an account of the condition of the ships now remaining off Pensacola.

The *Sabine* is in good condition, but begins to want calking. She has water for thirty-five days and fifty rounds of ammunition for the great guns. I enclose a list of the number of days' provisions of each kind now on board.

The *Brooklyn* has coal for eight days. She has fifty days' provisions. I have ordered all over that to be transferred to this ship and the *St. Louis*.

The *St. Louis* is in good condition. I enclose a list of provisions on board, which, as well as the *Sabine's* list, includes those to be received from the *Brooklyn*.

The *Wyandotte* lies inside the harbor and carries a flag of truce, communicating with the ships outside when necessary. She has hitherto been allowed to procure coal and water from the navy yard.

No provisions or water can be obtained nearer than Key West or Havana, which may be estimated at eight or ten days' sail. No provisions could be had at Vera Cruz when I sailed. Bread for twenty-five days and some other articles were supplied us by the *Cumberland*. In general, the ships can remain, either at anchor or underway, near enough to the harbor to communicate with the *Wyandotte*, lying inside, by signal; but when a southeast gale blows it is necessary to run offshore. The last one, which occurred on the 10th instant, dispersed the ships and drove some of them almost down to Mobile. The ships will at the best times be 2 miles from Fort Pickens, and if advantage should be taken, as it most probably would be, of their temporary absence in a southeaster, or during the prevalence of a strong north wind, to make an assault on Fort Pickens, it might be taken by a *coup de main* before it would be possible to land reinforcements by boats. An expedition could leave the navy yard under cover of the night, and in less than two hours the fate of the place be decided. There should be another steamer of light draft here to remain outside in readiness at all times to tow boats in. The *Wyandotte* is too necessary inside for purposes of observation and communication to be withdrawn for this purpose. Should the existing pacific arrangements come to an end the people on shore will have the advantage of knowing it long before we can. There seems to be no agreement that notice shall be given of its termination by either party.

In case of necessity I propose to land 200 men from this ship, 140 from the *Brooklyn*, and 50 from the *St. Louis*. All the marines of the ships are included in these numbers.

Should I not be able to obtain fresh water from shore I shall be obliged to go in quest of some elsewhere by the 15th of March.

We are now upon an allowance.

I send this communication by Commander Hazard, who goes home sick from the *Pocahontas*.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

Hon. ISAAC TOUCHEY,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of execution of Department's orders.

U. S. FLAGSHIP CUMBERLAND,
Off *Sacrificios*, February 20 [21], 1861.

SIR: I have the honor to inform the Department that the U. S. ship *Macedonian*, Captain James Glynn, arrived at this anchorage this morning from Pensacola. In obedience to the order of the Department under date of February 2, handed me by that officer, I have directed Captain Mercer, of the *Powhatan*, to prepare his ship for sea with all possible dispatch and proceed to New York; also the *Pocahontas* to Hampton Roads, Va., and will follow with my flagship to Hampton Roads as soon as the ships' bills can be settled on shore.

I have the honor to be, very respectfully, sir, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of transfer of his flag to U. S. Ship Cumberland.

FLAGSHIP CUMBERLAND,
Off *Sacrificios*, February 21, 1861.

SIR: I have the honor to inform the Department that I hoisted my flag on board of this ship on the 9th day of February.

I have the honor to be, sir, very respectfully, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding funds for squadron.

FLAGSHIP CUMBERLAND,
Off *Sacrificios*, February 21, 1861.

SIR: I have the honor to inform the Department that I have been able to procure sufficient money to meet the wants of this squadron for the present at a discount of 8½ per cent.

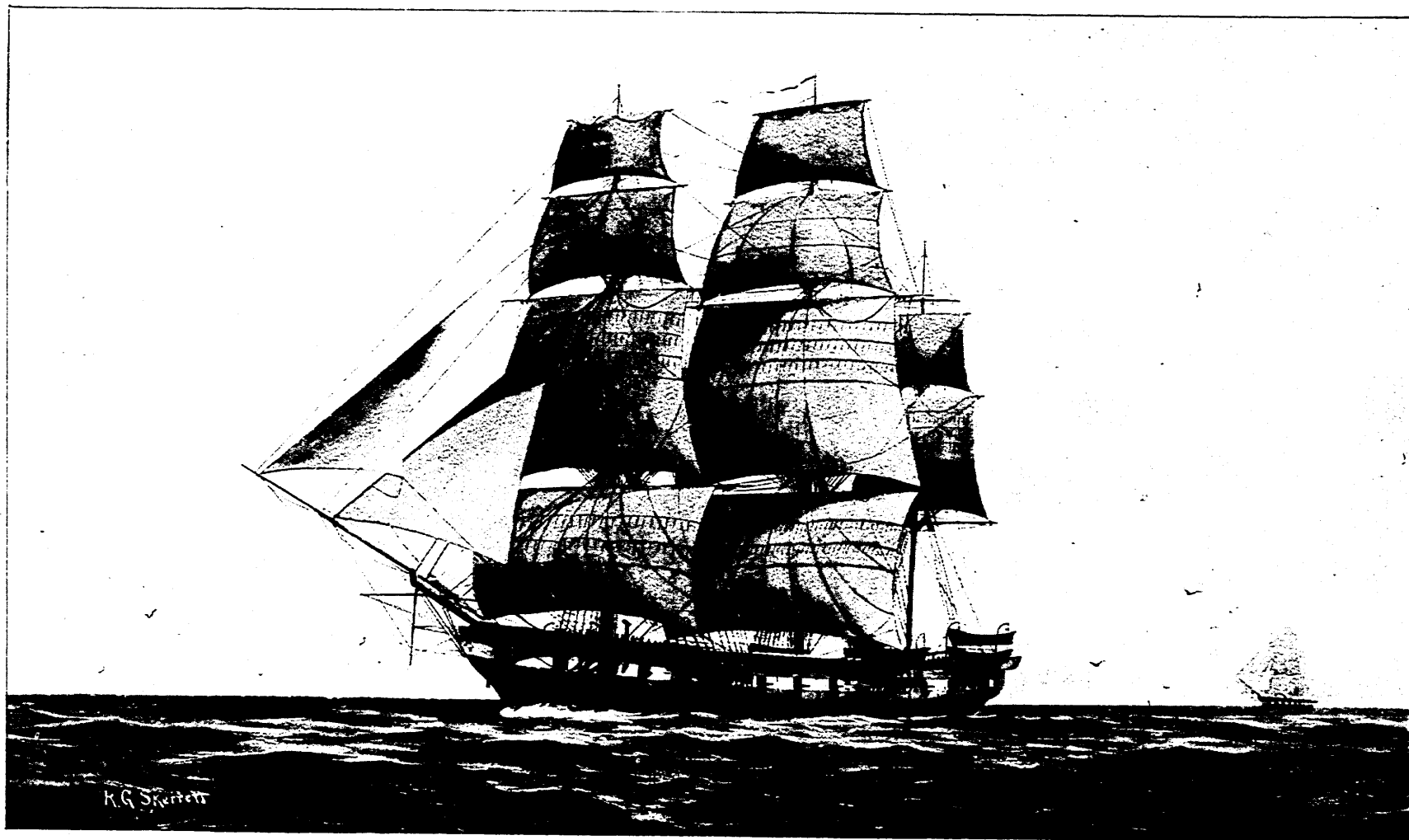
I have the honor to be, sir, very respectfully, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, transmitting copies of orders to commanding officers of U. S. steamers Powhatan and Pocahontas and U. S. ship Macedonian.

FLAGSHIP CUMBERLAND,
At Sea, off *Vera Cruz*, February 25, 1861.

SIR: I have the honor to inform the Department that the *Powhatan* towed us to sea to-day from *Sacrificios*, and we will make the best of



UNITED STATES SHIP CUMBERLAND.

our way to Hampton Roads, Va. I enclose a copy of my orders to Captain Mercer, of the *Powhatan*, to proceed to New York, and also to Lieutenant Commanding Murray, of the *Pocahontas*, to proceed to Hampton Roads, Va., and to Captain Glynn, of the *Macedonian*, on my leaving Vera Cruz.

I have the honor to be, sir, very respectfully, your obedient servant,
G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

FLAGSHIP CUMBERLAND,
Off Sacrificios, February 24, 1861.

SIR: I have received your letter reporting your ship ready for sea. You will proceed in the *Powhatan* to New York, and on your arrival there report in writing to the honorable the Secretary of the Navy. Should you find it necessary to replenish your coal you may touch at Havana for that purpose.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Captain SAMUEL MERCER,
Commanding U. S. S. Powhatan.

FLAGSHIP CUMBERLAND,
Off Sacrificios, February 22, 1861.

SIR: I have received your letter reporting your ship ready for sea. You will proceed in the *Pocahontas* to Hampton Roads, Va., and on your arrival there report in writing to the honorable the Secretary of the Navy. Should you find it necessary to replenish your coal you may touch at Havana for that purpose.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Lieutenant Commanding ALEXANDER MURRAY,
Commanding U. S. S. Pocahontas.

FLAGSHIP CUMBERLAND,
Off Sacrificios, February 23, 1861.

SIR: I have sent you copies of instructions from Navy Department, by which you will be governed. You will remain here for the present and await orders from the Navy Department or myself.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commander in Chief Home Squadron.

Captain JAMES GLYNN,
Commanding U. S. Ship Macedonian.

Order of the Secretary of the Navy to Commander Gibson, U. S. Navy, commanding U. S. ship Supply, to proceed with that vessel to Pensacola, Fla., with provisions.

NAVY DEPARTMENT, *February 25, 1861.*

SIR: The moment the U. S. storeship *Supply*, under your command, shall be ready for sea you will proceed with her with the utmost dispatch to the offing at Pensacola and report on your arrival there to the senior commanding officer of the U. S. Navy present. After furnishing the vessels of the U. S. Navy off Pensacola with such provisions, etc., as they may require, you will return with the *Supply* to New York. Should your cargo be insufficient to meet the requirements of the vessels, you will, before proceeding to New York, repair to Key West for additional stores and return with them to the vessels off Pensacola.

I am, respectfully, your obedient servant,

I. TOUCEY,
[*Secretary of the Navy.*]

Commander ALEXANDER GIBSON,
Commanding U. S. Ship Supply, New York.

Unofficial letter from Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla.

U. S. S. WYANDOTTE, *February 25, 1861.*

MY DEAR CAPTAIN ADAMS: I received your note of yesterday and at once sent to Slemmer, whose answer* I send by this opportunity.

I fear the peculiar feelings of Farrand (in the absence of Captain Randolph) disturb my diplomatic influence; not from any especial talent of his own, but from downright prejudice.

The indications are that you can not get water, and that I can not get either water or coal. I have some other resources left, which I will tell you of at a proper time.

I shall try again to-day what may be done.

Hazard got off and I have not heard that he was interfered with.

I hope you are all comfortable in this norther.

Most truly and faithfully,

O. H. BERRYMAN.

Captain H. A. ADAMS,
Sabine.

Letter from Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding supplies.

[U. S. S.] WYANDOTTE, *February 27, 1861.*

MY DEAR CAPTAIN ADAMS: I have been quietly endeavoring to get what you want. The peculiarities of these authorities (new) make it important to be particular and, indeed, cautious. Already I have overcome the indispositions for furnishing you with water, and I shall probably bring out a tank to-morrow if it is smooth. What next I can not say.

* Not found.

Some difficulty has arisen with the storekeeper about the stores crossed off on the invoices I gave your several departments. He says they were all sent off, and we, I am sure, delivered all but nine oars.

Things look—if not brighter, at least we have some scintillations of light.

Excuse this scrawl, and I am, most faithfully, yours,

O. H. BERRYMAN,
Lieutenant, Commanding, etc.

Captain H. A. ADAMS,
Sabine, off Pensacola.

Report of Lieutenant Strong, U. S. Navy, appointed to command U. S. S. Mohawk, of receipt of orders.

NEWBURG [N. Y.], *March 4, 1861.*

SIR: I have the honor to acknowledge the receipt of your order of the 1st instant, directing me to proceed immediately to New York and report to Commodore Breese for the command of the U. S. S. *Mohawk*.

I shall proceed to obey the order immediately.

Very respectfully, your most obedient servant,

J. H. STRONG,
Lieutenant, U. S. Navy.

Hon. I. TOUCEY,
Secretary of the Navy, Washington.

Letter from Captain Walker, U. S. Navy, commanding U. S. S. Brooklyn, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding supplies.

[U. S. S.] BROOKLYN, *March 9, 1861.*

MY DEAR ADAMS: Mr. Follansbee is at work on the apparatus for distilling water. He thinks there is but little hope of success. Captain Vogdes says we can retain the provision necessary to replace what has been consumed by the soldiers. I am in hopes that Mr. Knapp will send us water from shore.

I trust that the storeship will be here before long.

Very truly, yours,

W. S. WALKER.

Captain H. A. ADAMS.

Order of the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Crusader, to proceed to Key West, Fla., for the protection of public property.

Confidential.]

NAVY DEPARTMENT, *March 11, 1861.*

SIR: A bearer of dispatches from the Government will present himself to you for passage to the U. S. S. *Brooklyn*, supposed to be off Fort Pickens, Pensacola Harbor. You will proceed to that locality with all practicable dispatch, place the bearer of dispatches on board the *Brooklyn*, and then make the best of your way to Key West, where you will

communicate with Judge Marvin, of the U. S. court, and afford every protection in your power to the United States authorities, and to the naval stores, light-house, and other United States property there.

The Department desires that you will not absent yourself from Key West or its immediate vicinity unless ordered to do so from here, or in your judgment it becomes necessary to do so to protect the reef lights.

Commander Pickering, U. S. Navy, the light-house inspector on the Florida coast, should be conferred with with reference to the safety of the lights on the Florida Reefs, and any assistance that you may be able and deem necessary to afford him without jeopardizing interests at Key West should be given to him.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary Navy.

Commander T. A. M. CRAVEN,
Commanding U. S. S. Crusader.

*Order from Lieutenant-General Scott, U. S. Army, to Captain Vodges,
U. S. Army, to reenforce Fort Pickens.*

HEADQUARTERS OF THE ARMY,
Washington, March 12, 1861.

SIR: At the first favorable moment you will land with your company, reenforce Fort Pickens, and hold the same till further orders.

Report frequently, if opportunities present themselves, on the condition of the fort and the circumstances around you.

I write by command of Lieutenant-General Scott.

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

E. D. TOWNSEND,
Assistant Adjutant-General.

Captain I. VOGDES,
*First Artillery, U. S. A., on board Sloop of War Brooklyn,
Off Fort Pickens, Pensacola, Fla.*

*Order of the Secretary of the Navy to Commander Foote, U. S. Navy,
acting commandant navy yard, New York, regarding convoy duty.*

Confidential.]

NAVY DEPARTMENT, *March 12, 1861.*

SIR: I sent an order yesterday by Commander James H. Ward, U. S. Navy, to Lieutenant Commanding T. A. M. Craven, to proceed on certain service therein named. It is now necessary to send either the *Crusader* or *Mohawk* to convoy the steamer *Empire City* employed on army duty.

You will please dispatch immediately on the receipt of this order either the *Crusader* or *Mohawk* to the quarantine, and direct the commanding officer to accompany the *Empire City* on her voyage and continue with her so long as protection may be deemed necessary by the Army or other officer in charge for the protection of the persons and public property embarked.

In case you find it necessary to send the *Crusader* to convoy the *Empire City*, you will direct Lieutenant Commanding Craven to return the order to him, dated yesterday by this Department, to you, and you

will hand it to Lieutenant Commanding [Jas. H.] Strong, of the *Mohawk*, with instructions to proceed and execute those orders in the same manner as though the order had been originally addressed to him.

The War Department may not send a special messenger, as was indicated in the order to the commander of the *Crusader*, but in that event a letter will be sent to be delivered to the commander of the U. S. S. *Brooklyn*.

Colonel Tompkins, U. S. Army, New York, should be conferred with before dispatching these vessels.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary Navy.

Commander A. H. FOOTE,
Acting Commandant Navy Yard, New York.

P. S.—The enclosed memorandum* from Lieutenant-General Scott, received since the above was written, is transmitted to serve as a guide to the officer in command of the convoying vessels.

Report of commandant navy yard, New York, regarding execution of Department's orders for convoy duty.

NAVY YARD, NEW YORK, *March 13, 1861.*

SIR: The steamers indicated in your orders this morning will both be ready for sea this evening.

I was directed by Commodore Breese before he left for court-martial duty in Washington not to coal or further prepare these steamers for service until orders were received to that effect from the Department, else they would have been ready on receipt of your orders this morning. As it is, however, the fog of to-day prevents any vessel going to sea, to say nothing of the *Empire City* not yet being ordered to sail, as I am orally informed by Colonel Tompkins; and by the time she is ready the *Mohawk*, agreeably to your orders, will be ready to accompany her.

The *Crusader* will also be ready in time to perform the service first assigned her, as neither the "special messenger" nor, in the event of his not going out, the letter "to be delivered to the commodore" has yet been received.

I trust that the Department will appreciate the circumstances under which this letter is so hurriedly written.

I have the honor to be, very respectfully, your obedient servant,
ANDREW H. FOOTE,
Commander.

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

Unofficial letter from Commander Ward, U. S. Navy, commanding U. S. ship North Carolina, to the Secretary of the Navy.

Private or unofficial.] RECEIVING SHIP NORTH CAROLINA,
New York, March 13, 1861.

DEAR SIR: By this evening the *Crusader* will be ready, and await only a messenger or letter for the *Brooklyn*. I have placed the letter

* Not found.

intrusted to me in the hands of Lieutenant Commanding Craven and explained verbally to him in such manner as gives him full light for reading the orders and induces him to take along a howitzer for strengthening Commander Pickering's light-house schooner in case both extremities of their line of operation should need defense at the same time.

On the question of disaffection will write you fully soon.

Very respectfully,

JAS. H. WARD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[P. S.]—All here agree upon Commodore Stringham. The fear is that he will be unwilling, and the hope that you will not regard his unwillingness, but insist. In this I have no doubt Commander Jenkins will agree.

Letter from Brigadier-General Bragg, U. S. Army, commanding Confederate troops near Pensacola, Fla., to commanding officer at Fort Pickens, regarding their mutual relations.

HEADQUARTERS TROOPS OF CONFEDERATE STATES,
Near Pensacola, Fla., March 13, 1861.

SIR: The bearer of this communication, Captain R. C. Wood, Army of Confederate States, waits upon you in my behalf, with the purpose of obtaining information necessary to enable me to understand our relative positions. He will communicate to you my views, and receive such reply as you may be pleased to make.

I have the honor to be, your obedient servant.

BRAXTON BRAGG,
Brigadier-General, Commanding.

The U. S. OFFICER COMMANDING FORT PICKENS, FLA.

Letter from Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, responding to communication from Brigadier-General Bragg, U. S. Army, commanding Confederate troops near Pensacola, Fla.

FORT PICKENS, FLA., *March 13, 1861.*

SIR: Your communication of this day's date reached this post during my absence. I have the honor to send you a copy of the agreement* entered into between Colonel Chase, Senator Mallory, and the War and Navy Departments, with such other communications as may enable you to understand our relative positions.

Please let me know as soon as convenient whether you will consider the agreement binding on your part or not.

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

A. J. SLEMMER,
First Lieutenant, First Artillery, Commanding.

General BRAXTON BRAGG.

* See pp. 74, 77.

Letter from Brigadier-General Bragg, U. S. Army, to Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, Fla., regarding breach of agreement.

HEADQUARTERS TROOPS OF CONFEDERATE STATES,
Near Pensacola, Fla., March 13, 1861.

SIR: I have the honor to acknowledge your communication of this date, with its enclosures. In announcing to you my intention to conform strictly to the spirit of the agreement entered into by Colonel Chase I beg to suggest to you that the erection of a battery on Santa Rosa Island bearing directly on our navy yard is, in my view, directly in conflict with the spirit of the agreement.

The erection of the work on this side bearing on the channel can not, I conceive, be taken as a menace against Fort Pickens, and the act seems to me fully justified as a means of defense, and especially so under the threats of the new Administration.

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

BRAXTON BRAGG,
Brigadier-General, Commanding.

Lieutenant A. J. SLEMMER,
Fort Pickens.

Letter from Captain Walker, U. S. Navy, commanding U. S. S. Brooklyn, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding supply of water.

[U. S. S.] BROOKLYN, March 13, 1861.

MY DEAR ADAMS: I enclose a note received yesterday from Mr. Knapp in regard to water. He does not name the price, but if you think under present circumstances I had better order a few thousand gallons I will do so. Captain Berryman informs me I can have coal at \$15 per ton, a high price to pay unless in a case of great emergency.

Very truly, yours,

W. S. WALKER.

Captain H. A. ADAMS,
[U. S. Frigate] Sabine.

[Enclosure.]

PENSACOLA, March 8, 1861.

SIR: At present there is no water tank in this place, and not enough casks to be got to hold the quantity of water required. I can send as much as 1,000 gallons at a time in a small boat (if allowed), but it will be very expensive.

Awaiting your advice, I remain, yours, respectfully,

O. P. KNAPP,
Per JAS. H. NICHOLSON.

Captain W. S. WALKER,
U. S. S. Brooklyn.

Report of commandant navy yard, New York, of the sailing of U. S. S. Mohawk.

NAVY YARD, NEW YORK, March 14, 1861.

SIR: The U. S. S. *Mohawk* and storeship *Supply* left the yard at 11 o'clock a. m. and proceeded down the bay. As the wind is strong from

the eastward and snowing hard, it is doubtful whether the vessels proceeded immediately to sea.

I have the honor to be, very respectfully, your obedient servant,
 ANDREW H. FOOTE,
Pro Commandant.

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

Report of commandant navy yard, New York, regarding movements of United States vessels in obedience to Department's orders.

NAVY YARD, NEW YORK, *March 14, 1861.*

SIR: I have already reported the sailing of the *Mohawk* and the *Supply*, while the *Crusader* is ready with her steam up to proceed in execution of your orders, excepting that the special messenger indicated in your orders of the 12th instant has not reported, nor has the letter referred to in that order, in the event of the messenger not going out in the vessel, been received. I shall therefore wait further instructions from you before sending the *Crusader* to sea, as Lieutenant Commanding Craven informs me that his orders are not such as to enable him to perform the service required without the letter referred to being received. Of this you probably have been made acquainted by a telegram from Commander Ward this morning.

This morning I gave the orders, agreeably to your directions, to Lieutenant Commanding Strong, of the *Mohawk*, together with the memorandum of Lieutenant-General Scott, to proceed to the quarantine ground where the *Empire City* is at anchor, and there communicate with the officer in charge of Government property, and to hold himself, with the *Mohawk*, ready for the convoy, being guided by General Scott's suggestions when carrying out in detail your orders.

I have the honor to be, very respectfully, your obedient servant,
 ANDREW H. FOOTE,
Commandant.

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

[Endorsement.]

Captain Jenkins states that all is correct. The delay was an error of the War Department.

G. W[ELLES].

Report of Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, of departure of that vessel for sea with steamer Empire City under convoy.

U. S. S. MOHAWK,
Off Sandy Hook, N. Y., March 15, 1861.

SIR: I have the honor to inform you that, in obedience to the order of Commander A. H. Foote, I left the navy yard, New York, yesterday morning with this vessel and proceeded to the quarantine for the purpose of convoying the steamer *Empire City*.

There was no Army officer on board the *Empire City* when I reached the quarantine. He came down in the afternoon, but too late to go to sea

I am now underway, proceeding to sea with the *Empire City* in company.

Accompanying this letter I send a list of the officers and crew of this ship.

Very respectfully, your obedient servant,

J. H. STRONG,
Lieutenant, Commanding.

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

Letter from Brigadier-General Bragg, U. S. Army, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding their mutual relations.

HEADQUARTERS TROOPS OF CONFEDERATE STATES,
Near Pensacola, Fla., March 15, 1861.

SIR: I have the pleasure to acknowledge the receipt of your communication* of yesterday's date, and with a view of producing a perfect understanding between us beg leave to call your attention particularly to the last paragraph of my letter to Lieutenant Slemmer, dated the 13th.

The works which have been thrown up on this side bearing upon the channel were the necessary consequence of the threatening position assumed by your Government, and can no more be regarded as menacing Fort Pickens than the mounting of guns in Fort Pickens could be considered as menacing us. Both should be looked on as precautions against threatened attack.

The whole question has been referred to my Government, and its decision will be made known to you. In the meantime you may rest assured that I shall make no disposition for the attack of Fort Pickens.

I sincerely trust that the reports you receive of the probability of an amicable settlement of present difficulties may prove well founded.

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

BRAXTON BRAGG,
Brigadier-General, Commanding.

Captain H. A. ADAMS, U. S. Navy,
Senior Naval Officer off Pensacola.

Report of commandant navy yard, New York, of departure of U. S. S. Crusader.

NAVY YARD, NEW YORK, *March 16, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Crusader*, Lieutenant Commanding T. A. Craven, left this yard at 1 o'clock p. m. this day and proceeded on her destination.

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

ANDREW H. FOOTE,
Pro Commandant.

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

* Not found.

Report of commandant navy yard, New York, regarding movements of U. S. steamers Crusader and Mohawk.

U. S. NAVY YARD, NEW YORK, *March 16, 1861.*

SIR: At 12 o'clock two communications were received from Colonel Tompkins, U. S. Army, under cover to me—one* addressed to Captain I. Vogdes, on board the *Brooklyn*, the other to the commanding officer of Fort Pickens; and as Lieutenant Commanding Craven stated that his orders would render a direct communication to the captain of the *Brooklyn* unnecessary, I concluded it to be your intention that the *Crusader* should proceed immediately to sea, and accordingly directed her commander to go to sea in execution of his instructions, which he did, with the *Crusader*, at 1 o'clock.

The enclosed note from Lieutenant Commanding Strong will explain the movements of the *Mohawk*; she proceeded to sea, as her pilot reports, at 10 o'clock yesterday morning.

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

A. H. FOOTE,
Pro Commandant.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. MOHAWK,
Quarantine, March 15, 1861.

DEAR SIR: We were ahead of the Army this time. When I got down, there was no Army officer on board the steamer. He came down late in the afternoon, but it [was] then too late and stormy to go to sea, and besides, he had to communicate with the officer at New York, so I sent an officer up. We shall get off this morning. I am nearly frozen up.

Respectfully, etc.,

J. H. STRONG.

Captain FOOTE.

Report of Paymaster Looker, U. S. Navy, regarding supplies.

U. S. S. BROOKLYN,
Off Fort Pickens, Fla., March 16, 1861.

SIR: There are now three weeks' (twenty-one days) provisions on hand for the crew, officers, and troops on board, with the exception of the articles of flour, butter, sugar, tea, and beans.

Eighty-three rations stopped in a few days.

Respectfully, etc.,

THOS. H. LOOKER,
Paymaster.

Captain H. A. ADAMS,
Commanding U. S. S[hip] Sabine, and Senior Officer Present.

* See p. 90.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding urgent need of provisions for the vessels on that station.

U. S. FRIGATE SABINE,
Off Pensacola, March 18, 1861.

SIR: I had the honor on the 19th of February of addressing a communication to the Navy Department, giving an account of the condition of the ships at this place and the quantity of provisions and water on board them. This communication was sent by Commander Hazard, and reached Washington on the 24th ultimo. Since then I have heard nothing from the Department, nor, indeed, anything since I first arrived here, on the 6th of February. I have now to inform you that we shall soon be much straitened for provisions. The stock on board the different ships is getting very low, as will be seen by the returns herewith enclosed. There are now 100 rations stopped on board this ship, 83 on board the *Brooklyn*, and 53 on board the *St. Louis*, leaving barely enough drawn for the subsistence of the men. Some of the small stores, as tea, sugar, coffee, soap, tobacco, etc., are entirely out. I have managed to obtain some small supplies from shore at times, but our means for purchasing are exhausted. There is not a dollar of public money in the squadron. I have been using my own private funds to pay bills, and Lieutenant Belknap and Paymaster Pierce, of the *St. Louis*, Lieutenant Cash, of the Marine Corps, of this ship, and Lieutenant Gwathmey have tendered me what money they have for the same purpose. I have been obliged to buy water at the rate of 4 cents a gallon. The soldiers who were sent out in the *Brooklyn* are still on board of her. They have been living on ship's rations, their own supplies having been landed—or the greater part of them—at Fort Pickens, agreeably to orders. The apparatus for distilling water on board the *Brooklyn* was so much out of order that her chief engineer thought it could not be repaired, and she was reduced to two days' supply at 3 quarts per man. I contracted for 10,000 gallons to be delivered to her. Subsequently the apparatus has been put in working order. We have now water on board all the ships to last longer than the provisions. These details are given that you may know exactly our situation. A New York paper lately received mentions that the *Supply* storeship would sail for this place on the 11th instant. Allowing her three weeks passage, she would arrive here about the 1st of April, by which time, it will be seen, we shall be almost out of provisions; and should she meet with an accident to detain her, or be lost, we shall have about 1,000 people here in danger of starvation, as nothing to eat can be had nearer than Key West or Havana, eight or ten days' sail at this season. Under these circumstances I think it would be unwise and dangerous to wait too long for the *Supply*, and may feel obliged to go with this ship and the *St. Louis* in quest of provisions, and return as soon as they can be procured. If I am compelled to do this I will leave the *Brooklyn* here and put all we can spare on board of her. But I hope to be able to obtain enough from shore, by some means or other, to avoid it. If we had money I feel quite sure it could be done, but cash is required, and nobody will buy a draft on the Government. All transactions for provisions, etc., are attended with risk and difficulty.

The officers and men, as I mentioned in my letter of February 19, are kept in readiness to land at the shortest notice; but I have received the assurance of General Bragg, who commands the troops on shore, that he will respect the engagement made by Mr. Mallory and Colonel Chase with the U. S. Government, and will make "no disposition for the attack of Fort Pickens." This engagement, as you are aware, binds us not to reenforce Fort Pickens unless it is attacked or threatened. I could easily have thrown any number of men in it almost at any time within the last four weeks. For reasons given in my letter of the 19th [ultimo], it would be very desirable that a small steamer should be here in addition to the *Wyandotte*, to remain outside. I beg leave to call the attention of the Department to the want of officers in the ships. The *Sabine* has not a passed midshipman or midshipman on board. Her second lieutenant died some months ago, and no one has been sent in his place. The first lieutenant is now ill with a lingering disease, which may prevent him from doing any more duty during the cruise. The *Brooklyn* has but three lieutenants (Mr. Gwathmey having just been detached by order of the Department) and one midshipman. The *St. Louis* has no midshipmen. If the men are landed the ships will be almost without officers. I send this by Lieutenant Gwathmey, who I hope will go through without detention. A telegraphic dispatch was received some time since stating that a special messenger would leave Washington on the 6th instant with orders for the squadron. He has not appeared, and may have been stopped on the way. I shall hope for instructions from you as soon as this is received, with regard to going for provisions, and if no messenger arrives from Washington in ten days after Mr. Gwathmey leaves Pensacola shall consider either that he has not been allowed to come through or that the matter is left to my discretion. I could not rely on a telegraphic dispatch. I wish to call the attention of the Department to a circumstance that may be the cause of mischief at some future day. When the U. S. S. *Fulton* was brought into Pensacola, after having run ashore on Santa Rosa, her signal book was deposited in the navy yard, and probably still remains there. I can not devise any means of getting it.

Mr. Gwathmey is well informed on the state of affairs here, ashore and afloat, and will give any information you may require.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Messrs. A. & P. Horta to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., transmitting copy of general order regarding supplies for United States vessels.

MOBILE, March 20, 1861.

SIR: Your order of the 18th instant was handed us by Captain Jones. From the enclosed proclamation you will perceive that our shipping you the stores and coal would be running a risk. If you wish we will make an estimate of what you require, and by paying the amount of the bill will ship them at your risk. We have written to

Brigadier-General Braxton Bragg for permission to supply the ships off Pensacola with provisions, etc.

Yours, respectfully.

A. & P. HORTA.

Captain ADAMS,
U. S. Frigate Sabine.

Mr. Jones is accountable for all the goods shipped we have sold him, and he will supply you, etc.

A. & P. H[ORTA].

[Enclosure.]

GENERAL ORDERS, } HDQRS. TROOPS CONFEDERATE STATES,
No. 4. } *Near Pensacola, Fla., March 18, 1861.*

The commanding general learns with surprise and regret that some of our citizens are engaged in the business of furnishing supplies of fuel, water, and provisions to the armed vessels of the United States, now occupying a threatening position off this harbor.

That no misunderstanding may exist on this subject, it is announced to all concerned that this traffic is strictly forbidden, and all such supplies which may be captured in transit to said vessels or to Fort Pickens will be confiscated.

The more effectually to enforce this prohibition, no boat or vessel will be allowed to visit Fort Pickens or any United States vessel without special sanction.

Colonel John H. Forney, acting inspector-general, will organize an efficient harbor police for the enforcement of this order.

By command of Brigadier-General Braxton Bragg:

ROBERT O. WOOD,
Assistant Adjutant-General.

Letter from Messrs. St. John, Powers & Co. to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding Treasury draft.

OFFICE OF ST. JOHN, POWERS & Co.,
Mobile, March 20, 1861.

DEAR SIR: In reply to your esteemed favor of 16th would state that your draft on the Treasury at Washington would not be more than 17 per cent discount, and may be better if we are satisfied of prompt payment of the same.

Our experience latterly in handling drafts upon the Treasury of the old Government has not been as satisfactory as we would have desired in every instance, and we are necessarily more particular than in ordinary times as to the purchase of such bills. The bearer of this informs us you will probably be in this city in a few days, and should you decide to draw here we will place you upon as favorable a footing as possible in your negotiations. We will pay in gold here for whatever you draw.

Your obedient servants,

ST. JOHN, POWERS & Co.

Captain H. A. ADAMS,
U. S. Frigate Sabine.

Letter from the paying teller, Bank of Mobile, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding exchange.

BANK OF MOBILE,
Mobile, March 20, 1861.

SIR: I have the honor to acknowledge receipt of yours* of the 16th instant.

I have nothing to do with the purchase or sale of exchange. That department belongs to the president and cashier, to whom I handed your letter, and they decline to make any arrangement whatever respecting the matter.

Very respectfully, yours,

E. B. GALE,
Paying Teller, Bank of Mobile.

Captain H. A. ADAMS,
U. S. Frigate Sabine.

Letter from Captain Walker, U. S. Navy, commanding U. S. S. Brooklyn, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding stores.

[U. S. S.] BROOKLYN, March 21, 1861.

DEAR ADAMS: I will have everything in readiness as you direct. If we retain four or five days' provisions it will be all that is necessary to take us to Key West. We have five days' coal, which will be sufficient to take us there.

I think the *Brooklyn* would be quite powerless to operate here without steam. I doubt much if we get anything from Mobile except small stores for the officers.

Very truly, yours,

W. S. WALKER.

Captain ADAMS,
U. S. Ship Sabine.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding urgent need of supplies for the vessels of his command.

U. S. FRIGATE SABINE,
Off Pensacola, March 22, 1861.

SIR: I have the honor to inform you that since my communication of the 18th instant, sent by Lieutenant Gwathmey, an order has been issued on shore prohibiting all boats from visiting the ships. This, besides other inconveniences, cuts off a daily supply of fresh bread which I had lately been receiving for the crew; nothing can be had. I am disappointed in not being able to get the quantity of stores and provisions which I had ordered from Mobile, and I see by a New York paper that the *Supply* was still there on the 15th instant. The *St. Louis* is entirely out of bread and other articles, and by the 1st or 2d of April we shall have eaten up everything on board this ship. Under these circumstances I have felt compelled to order the *Brooklyn* to Key West,

* Not found.

or Havana if necessary, to procure supplies. I am very sorry to part with her, as in case of an attempt to take Fort Pickens she would by her steam power and formidable battery be able to prevent any body of men from reaching it on the land side. I do not hear that any preparations are being made to assault the fort, but every day the defenses on the mainland are strengthened. New batteries are thrown up, and heavy guns mounted on them and on Fort McRee. Colonel Chase, Colonel Forney, and General Bragg, who have successively commanded the troops on shore, protest these are only defensive measures. The *Wyandotte* is still lying inside, and is of the greatest use in various and important ways. If she were not so very necessary, I would have sent her to Key West instead of the *Brooklyn*. We have now been here six weeks, and my last communication from the Department is dated February 16. It merely repeats a previous order of January 21.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Report of Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, of the cruise of that vessel from New York to Havana, Cuba.

U. S. S. MOHAWK,
Off Havana, March 24, 1861.

SIR: As it may be possible that in passing Havana I may have an opportunity of forwarding letters to you by some vessel bound in, I take advantage of the same to inform you of my movements thus far.

I wrote the Department last off Sandy Hook, steamer *Empire City* in company. The *Empire City* kept from 4 to 5 miles ahead of this vessel, we carrying all the steam and sail that it was safe for us to carry.

On the afternoon of the 14th the wind from the northeast increased to a fresh gale, with a heavy fall of snow. At about 5 p. m. we lost sight of the *Empire City*, and up to this date have not seen her.

From the manner in which that vessel was managed I am disposed to think that they left us intentionally, this vessel steaming so much slower than they.

We have encountered a great deal of bad weather thus far, and have twice had to stop the engines to repair damages, and once to repair a leak of the boiler—one day in all.

I shall shape my course direct for Indianola, and carry out my instructions.

I would respectfully request that letters may be sent me to Havana, where I will stop on my return.

I was obliged to leave New York without any funds for the ship or other purposes.

Bills of exchange were sent me before sailing, but no letters of credit, which I respectfully request may be forwarded.

I am, sir, your obedient servant,

J. H. STRONG,
Lieutenant, Commanding.

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

Order of the Secretary of the Navy to commandant navy yard, New York, transmitting sailing orders for U. S. ship Release.

NAVY DEPARTMENT, *March 27, 1861.*

SIR: Herewith enclosed are sailing orders for the storeship *Release*, Lieutenant Commanding J. M. Frailey.

The Department desires you to send the *Release* to sea as soon as possible.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore S. L. BREESE,
Commandant Navy Yard, New York.

[Enclosure.]

NAVY DEPARTMENT, *March 27, 1861.*

SIR: You will proceed with all practicable dispatch, with the U. S. storeship *Release* under your command, to the anchorage off Fort Pickens, Fla., and on your arrival report to the senior commanding officer of the U. S. Navy present. After distributing under his direction your cargo of stores to the several vessels present you will return with the *Release* to New York, unless he shall require the further services of the vessel.

I am, respectfully, your obedient servant,

GIDEON WELLES,

[*Secretary of the Navy.*]

Lieutenant J. M. FRAILEY,
Commanding U. S. Bark Release, New York.

Order of the Secretary of the Navy to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla.

NAVY DEPARTMENT, *March 27, 1861.*

SIR: You are authorized to detain either the *Release* or the *Supply*, should you require the services of a vessel of that class.

I am, respectfully, your obedient servant,

GIDEON WELLES,

[*Secretary of the Navy.*]

Captain H. A. ADAMS,
Comdg. U. S. Ship Sabine, and Senior Officer, etc., off Pensacola.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, of the arrival of that vessel at Key West, Fla.

U. S. S. CRUSADER,

Key West, March 29, 1861.

SIR: I have the honor to report that I arrived at this place on the 25th instant and was detained twenty-four hours by a leak in the boiler.

On the morning of the 26th the U. S. S. *Brooklyn* arrived. I showed my orders to Captain Walker, who stated to me that he was to return to his station off Pensacola with all possible dispatch, and would convey the communications from the War Department, which I therefore delivered to him.

I regret to inform you that there has been a material change in this town since I left here in January last. The Union party, fearing they were not to have the protection of the Government, have been discouraged. The cessation of the office of U. S. marshal has rendered the U. S. district court inoperative, and the consequent disorganization, which has rapidly progressed, can only be checked by the early appointment of a marshal, the restoration of the court, and decided evidence of the intention of the Government to hold this place perpetually.

It is believed that Mr. McIntosh (the judge of admiralty recently appointed by the convention) will be here on the 6th [of] April, and he will proceed to the trial of salvage cases. Should any appeal be made to me against the exactions of this mock tribunal, I shall deem it my duty to afford such protection as may be required in the premises.

I hope soon to have from you, sir, such further instructions as may be necessary for my guidance. The orders of the 11th March certainly did not contemplate the fact that I should find on my arrival here the U. S. district court had already virtually ceased to exist, and thus far the wrecking influence of this town has accomplished all that was desirable to them in the act of secession.

Judge Marvin has become greatly depressed by the spread of the revolution, and although he expresses an unwillingness to remain among these people, it is my belief that with a firm marshal he will remain here and restore order.

I must call your attention to the fact that nearly all of the offices of this town are now filled by violent disunionists, who spare no means of subverting the Federal Government. The collector of the port, his inspector, the surgeon of the marine hospital, the postmaster, and the light-house keeper (all dependencies of the said collector) are among the most mischievous people here, and loud in their denunciations of the Government.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

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

Report of Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, regarding condition of affairs in Matagorda Bay, Texas.

U. S. S. MOHAWK,
Off Matagorda Bay, March 30, 1861.

SIR: I have the honor to inform you that I arrived here yesterday morning (March 29). I found at anchor here the three transport steamers the *Empire City*, the *Coatzacoalcos*, and the *Star of the West*. The *Coatzacoalcos* leaves this afternoon with troops. The *Empire City* will leave in about one week with another detachment, and from what I can learn it will not be earlier than the middle of July before the last detachment will be ready to leave. I shall be able to obtain more definite information in a day or two. So far as I can learn all is quiet here; there seems to be no disposition among the people to make any trouble.

I am, sir, very respectfully,

J. H. STRONG,
Lieutenant, Commanding.

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

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., of the return of U. S. S. Brooklyn from Key West.

U. S. FRIGATE SABINE,
Off Pensacola, April 1, 1861.

SIR: I have the honor to inform you of the return of the *Brooklyn* yesterday from Key West, where she had been to obtain coal and provisions for the squadron, as I informed you by letter of the 22d ultimo, via Havana. There are a number of men on board this ship whose term of service has expired, and they have claimed their discharge on the ground that they are within the jurisdiction of the United States. I have refused it, and retain them under the law of March 2, 1837.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., of death of Lieutenant Berryman.

U. S. FRIGATE SABINE,
Off Pensacola, April 2, 1861.

SIR: It is with sincere regret I have to inform you of the death of Lieutenant Commanding O. H. Berryman, of the *Wyandotte*, which occurred this day at 3:25 p. m.

He has fallen a victim to his zeal and anxiety of mind in the discharge of his duties.

I am, very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

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

Letter from Captain Ingraham, U. S. Navy, to Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., regarding the death of Lieutenant Berryman, U. S. Navy.

NAVY YARD [PENSACOLA], April 2, 1861.

MY DEAR ADAMS: I was never in my life more shocked than when your officer informed me of Berryman's death. Poor fellow! Only Saturday he was laughing and talking, and he looked in perfect health. Truly "in the midst of life we are in death." Everything shall be prepared for his interment to-morrow at the time you name, and if you think proper I will have a guard; but the volunteers are not in very good trim. If you choose, bring a guard with you; it would be better; and I hope as many officers as can attend will come on shore. Let me know your wishes to-morrow, should you desire anything particular done, and you will know this will be complied with. There will be no expenses.

Faithfully, yours,

D. N. INGRAHAM.

[P. S.]—I started your letter to the Secretary of the Navy immediately by a special messenger on horseback, and directed him to give it

to Lieutenant Smead. I shall have the grave dug in the same yard where Hayne was interred. We can supply you a pine coffin, ready-made. I only wish we had a better.

[D. N. I.]

Report of Lieutenant Frailey, U. S. Navy, commanding U. S. bark Release, of the readiness of that vessel for sea.

U. S. STORE BARK RELEASE,
Navy Yard, New York, April 3, 1861.

SIR: I have the honor to inform you that I yesterday at noon reported to the commandant at this yard that this vessel was ready for sea, with the exception of a deficiency in the list of officers (second lieutenant). This vacancy still exists. The wind, being from the eastward, will prevent my getting out [of] the bay, and await the order of the Department to proceed to sea until another officer reports, or otherwise as the Department may direct.

I am, sir, very respectfully, your obedient servant,
JAMES MADISON FRAILEY,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Poor, U. S. Navy, commanding U. S. ship St. Louis, to Captain Adams, U. S. Navy, regarding the want of water.

[U. S. SHIP] ST. LOUIS,
Off Pensacola, April 4, 1861.

MY DEAR CAPTAIN: We are much in want of water, and would like to get it on board before any more provisions are received. Can we send to the *Brooklyn* for a supply? We are now obliged to break out the tierces to get at what we have on board.

Very truly, yours,

C. H. POOR.

Captain H. A. ADAMS,
[U. S. Ship] *Sabine.*

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, Fla., of arrival of U. S. ship Supply.

U. S. FRIGATE SABINE,
Off Pensacola, April 8, 1861.

SIR: I have the honor to inform you of the arrival yesterday of the storeship *Supply*, in twenty-two days from New York. As soon as the ships are provisioned I will send her back.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Report of commandant navy yard, Philadelphia, of the readiness of the U. S. S. Water Witch for service.

COMMANDANT'S OFFICE, U. S. NAVY YARD.

Philadelphia, April 11, 1861.

SIR: Referring to my letter of the 4th instant, I have the honor now to inform the Department that the *Water Witch* was put in commission yesterday and awaits your further orders.

I have the honor to be, very respectfully, your obedient servant,
S. F. DU PONT,
Commandant.

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

Order of the Secretary of the Navy to commandant navy yard, Philadelphia, relative to the U. S. S. Water Witch.

NAVY DEPARTMENT, *April 11, 1861.*

SIR: Be pleased to have the *Water Witch* ready to proceed to sea on Tuesday next, the 16th instant. Further instructions as to her movements will be given by the Department.

I am, respectfully, your obedient servant,
GIDEON WELLES,
[*Secretary of the Navy.*]

Captain SAMUEL F. DU PONT,
Commandant Navy Yard, Philadelphia.

Report of Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, regarding the movements of that vessel.

U. S. S. MOHAWK,
Off Pass Cavallo, Tex., April 12, 1861.

SIR: I have the honor to inform you that I shall leave here to-day in company with the *Empire City*. The troops are now embarking on board of her.

I can procure no water at this place, and as there is now but seven days' supply on board, I shall be obliged to go to Key West for water, wood, coal, and some few articles of provision, and also to Havana for the mail.

The *Star of the West* has gone down to the Brazos for the troops that are there; she will have left here for the United States before I could get back. The next embarkation will not take place (that is, the last of the troops to be embarked) before the middle of May at any rate (so I am informed by the commanding officer).

As this is a very unsafe and exposed anchorage, I shall remain at Havana, allowing sufficient time to reach here again before the steamer arrives to take the next detachment, should I not receive other instructions in the meantime.

Since I have been anchored here in this ship the *Empire City* has lost one anchor and had to put to sea three times; the *Star of the West* has lost one anchor and chain and put to sea once in consequence of bad weather.

I have managed to hold on by keeping up steam for about one day. I shall send this communication by the *Empire City*, as she will probably have left Havana before I can reach there.

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

J. H. STRONG,
Lieutenant, Commanding.

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

Cooperation of the Navy in the relief of Fort Pickens, April 12 and 17, 1861.

Order of General Scott, U. S. Army, to Colonel Brown, U. S. Army, appointed to command Department of Florida, regarding reenforcement of Fort Pickens.

HEADQUARTERS OF THE ARMY,
Washington, April 1, 1861.

SIR: You have been designated to take command of an expedition to reenforce and hold Fort Pickens, in the harbor of Pensacola. You will proceed with the least possible delay to that place, and you will assume command of all the land forces of the United States within the limits of the State of Florida. You will proceed to New York, where steam transportation for four companies will be engaged, and, putting on board such supplies as you can ship, without delay proceed at once to your destination. The engineer company of sappers and miners; Brevet Major Hunt's Company M, Second Artillery; Captain Johns's Company O, Third Infantry; Captain Clitz's Company E, Third Infantry, will embark with you in the first steamer. Other troops and full supplies will be sent after you as soon as possible.

Captain Meigs will accompany you as engineer, and will remain with you until you are established in Fort Pickens, when he will return to resume his duties in this city. The other members of your staff will be Assistant Surgeon John Campbell, medical staff; Captain Rufus Ingalls, assistant quartermaster; Captain Henry F. Clarke, assistant commissary of subsistence; Brevet Captain George L. Hartsuff, assistant adjutant-general, and First Lieutenant George T. Balch, ordnance officer.

The object and destination of this expedition will be communicated to no one to whom it is not already known. The naval officers in the Gulf will be instructed to cooperate with you, and to afford every facility in their power for the accomplishment of the object of the expedition, which is the security of Fort Pickens against all attacks, foreign and domestic. Should a shot be fired at you, you will defend yourself and your expedition at whatever hazard, and, if needful for such defense, inflict upon the assailants all the damage in your power within the range of your guns.

Lieutenant-Colonel Keyes, military secretary, will be authorized to give all necessary orders and to call upon the staff department for every requisite material and transportation, and other steamers will follow that on which you embark, to carry reenforcements, supplies, and provisions for the garrison of Fort Pickens for six months. Captain Barry's battery will follow as soon as a vessel can be fitted for its transportation. Two or three foot companies will embark at the same time with the battery. All the companies will be filled up to the

maximum standard, those to embark first from the recruits in the harbor of New York. The other companies will be filled, if practicable, with instructed soldiers.

You will make Fort Jefferson your main depot and base of operations. You will be careful not to reduce too much the means of the fortresses in the Florida Reef, as they are deemed of greater importance than even Fort Pickens. The naval officers in the Gulf will be instructed to cooperate with you in every way in order to insure the safety of Fort Pickens, Fort Jefferson, and Fort Taylor. You will fully communicate with them for this end, and will exhibit to them the authority of the President herewith.

The President directs that you be assigned to duty from this date according to your brevet rank in the Army.

With great confidence in your judgment, zeal, and intelligence, I remain, respectfully,

WINFIELD SCOTT.

Brevet Colonel HARVEY BROWN, U. S. Army,
Washington, D. C.

APRIL 2, 1861.

Approved:

ABRAHAM LINCOLN.

[Enclosure.]

EXECUTIVE MANSION, *Washington, April 1, 1861.*

All officers of the Army and Navy to whom this order may be exhibited will aid by every means in their power the expedition under the command of Colonel Harvey Brown, supplying him with men and material, and cooperating with him as he may desire.

ABRAHAM LINCOLN.

Order of the President of the United States regarding confidential instructions to Lieutenant Porter, U. S. Navy.

EXECUTIVE MANSION, *April 1, 1861.*

Lieutenant D. D. Porter will take command of the steamer *Powhatan*, or any other United States steamer ready for sea which he may deem most fit for the service to which he has been assigned by confidential instructions of this date.

All officers are commanded to afford him all such facilities as he may deem necessary for getting to sea as soon as possible. He will select the officers who are to accompany him.

ABRAHAM LINCOLN.

Recommended:

WM. H. SEWARD.

Order of the President of the United States to Lieutenant Porter, U. S. Navy, to proceed to Fort Pickens, Fla.

EXECUTIVE MANSION, *April 1, 1861.*

SIR: You will proceed to New York, and with the least possible delay assume command of any naval steamer available. Proceed to Pensacola Harbor, and at any cost or risk prevent any expedition from the mainland reaching Fort Pickens or Santa Rosa.

You will exhibit this order to any naval officer at Pensacola if you deem it necessary after you have established yourself within the harbor, and will request cooperation by the entrance of at least one other vessel.

This order, its object, and your destination will be communicated to no person whatever until you reach the harbor of Pensacola.

ABRAHAM LINCOLN.

Lieutenant D. D. PORTER, U. S. Navy.

Recommended:

WM. H. SEWARD.

Order of the President of the United States to Captain Mercer, U. S. Navy, detaching him from the command of U. S. S. Powhatan.

WASHINGTON CITY, *April 1, 1861.*

SIR: Circumstances render it necessary to place in command of your ship, and for a special purpose, an officer who is duly informed and instructed in relation to the wishes of the Government, and you will therefore consider yourself detached; but in taking this step the Government does not intend in the least to reflect upon your efficiency or patriotism; on the contrary, have the fullest confidence in your ability to perform any duty required of you.

Hoping soon to be able to give you a better command than the one you now enjoy, and trusting that you will have full confidence in the disposition of the Government toward you, I remain,

ABRAHAM LINCOLN.

Captain SAMUEL MERCER, U. S. Navy.

[Telegram.]

WASHINGTON, *April 1, 1861.*

Fit out *Powhatan* to go to sea at the earliest possible moment under sealed orders. Orders by a confidential messenger go forward to-morrow.

ABRAHAM LINCOLN.

COMMANDANT NAVY YARD,
Brooklyn, N. Y.

Order of the President of the United States to the commandant navy yard, New York, regarding the fitting out of the U. S. S. Powhatan.

EXECUTIVE MANSION, *April 1, 1861.*

SIR: You will fit out the *Powhatan* without delay. Lieutenant Porter will relieve Captain Mercer in command of her. She is bound on secret service, and you will under no circumstances communicate to the Navy Department the fact that she is fitting out.

ABRAHAM LINCOLN.

COMMANDANT NAVY YARD,
New York.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, transmitting communication from Captain Vogdes, U. S. Army, regarding cooperation for the protection of Fort Pickens.

U. S. FRIGATE SABINE,
Off Pensacola, April 1, 1861.

SIR: I have the honor to inclose a copy of a letter addressed to me by Captain Vogdes, U. S. Army, who is here in command of some

troops sent out in January last to reenforce the garrison of Fort Pickens. I have declined to land the men as Captain Vogdes requests, as it would be in direct violation of the orders* from the Navy Department under which I am acting.

The instructions from General Scott to Captain Vogdes are of old date (March 12†) and may have been given without a full knowledge of the condition of affairs here. They would be no justification to me. Such a step is too important to be taken without the clearest orders from proper authority. It would most certainly be viewed as a hostile act, and would be resisted to the utmost. No one acquainted with the feelings of the military assembled under General Bragg can doubt that it would be considered not only a declaration but an act of war. It would be a serious thing to bring on by any precipitation a collision which may be entirely against the wishes of the Administration. At present both sides are faithfully observing the agreement entered into by the U. S. Government with Mr. Mallory and Colonel Chase. This agreement binds us not to reenforce Fort Pickens unless it shall be attacked or threatened. It binds them not to attack it unless we should attempt to reenforce it. I saw General Bragg on the 30th ultimo, who reassured me the conditions on their part should not be violated. While I can not take on myself under such insufficient authority as General Scott's order the fearful responsibility of an act which seems to render civil war inevitable, I am ready at all times to carry out whatever orders I may receive from the honorable Secretary of the Navy.

In conclusion, I beg you will please send me instructions as soon as possible, that I may be relieved from a painful embarrassment.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

[Enclosure.]

U. S. FRIGATE SABINE,
Off Pensacola, Fla., April 1, 1861.

SIR: Herewith I send you a copy of an order* received by me last night. You will see by it that I am directed to land my command at the earliest opportunity. I have therefore to request that you will place at my disposal such boats and other means as will enable me to carry into effect the enclosed order.

Yours, etc.,

I. VOGDES,
Captain, First Artillery, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Order of the Secretary of the Navy to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding cooperation with the Army for defense of Fort Pickens.

Confidential.]

NAVY DEPARTMENT, *April 6, 1861.*

SIR: Your dispatch of April 1 is received. The Department regrets that you did not comply with the request of Captain Vogdes to carry

* See pp. 67, 74.

† See p. 90.

into effect the orders of General Scott sent out by the *Crusader* under the orders of the Department.

You will immediately on the first favorable opportunity after receipt of this order afford every facility to Captain Vogdes by boats and other means to enable him to land the troops under his command, it being the wish and intention of the Navy Department to cooperate with the War Department in that object.

I am, sir, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain HENRY A. ADAMS,
Commanding Naval Forces off Pensacola.

Report of Captain Worden, U. S. Navy, to the Acting Secretary of the Navy, regarding delivery of Department's dispatches for Captain Adams, U. S. Navy, at Pensacola.

OFFICE OF GENERAL SUPERINTENDENT, ETC.,
New York, September 20, 1865.

SIR: In reply to your communication of yesterday's date, directing me to "furnish the Department with a copy of the order under which you (I) proceeded to Pensacola in April, 1861, as a bearer of dispatches," I have the honor to state that I never received a written order to proceed on that duty. Late in the evening of April 6 I was sent for by the Secretary of the Navy (Hon. Gideon Welles) and was verbally ordered by him to proceed with all possible speed to Pensacola with dispatches for Captain Adams, commanding the naval forces off that harbor, and in obedience to that order I started early next morning (April 7) by the way of Aquia Creek and Richmond, reaching Pensacola about midnight of April 10. On April 11 by the time I was enabled to reach the *Wyandotte*, then lying inside the harbor under Fort Pickens, the wind was blowing so hard that her commander declined to take me out to the squadron. The next day (April 12) I was taken out and delivered the dispatches about noon, or rather the substance of them, having destroyed the dispatches near Atlanta, Ga.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Captain.

Hon. G. V. FOX,
Acting Secretary of the Navy.

Letter from Lieutenant Porter, U. S. Navy, to Commander Foote, U. S. Navy, regarding conflicting orders.

ASTOR HOUSE [NEW YORK, N. Y., *April 5?*], 8 o'clock.

DEAR CAPTAIN: I am with Captain Meigs and we are telegraphing to Mr. Seward. Meigs thinks Mr. Welles's telegram* is bogus. Would he, think you, dare to countermand an order (written order) of the President? Meigs and myself (knowing all the circumstances) think it impossible. I shall stay over to-night to keep telegraphing. So much depends on having no mistakes made in this matter. If you hear anything will you send me word? I will be at the yard at 6

* See p. —.

o'clock in the morning. Will you take care of my boy to-night? And oblige me by sending the enclosed to Mr. Heap, on board the *Powhatan*

Yours, very truly,

D. D. PORTER.

[Commander A. H. FOOTE, U. S. Navy,
Acting Commandant Navy Yard, New York.]

[Telegram.]

APRIL 6, 1861.

Give the *Powhatan* up to Captain Mercer.

SEWARD.

[Lieutenant D. D. PORTER.]

[Telegram.]

APRIL 6, 1861.

I received my orders from the President and shall proceed and execute them.

D. D. PORTER.

[Hon. WILLIAM H. SEWARD.]

Letter from Lieutenant Porter, U. S. Navy, to Commander Foote, U. S. Navy, regarding order from the President of the United States.

AT SEA, *April 6, 1861.*

DEAR CAPTAIN: The telegram you sent me afforded me no comfort; on the contrary, burdened me. Still the President says nothing and I must obey his orders; they are too explicit to be misunderstood. I got them from his own hand. He has not recalled them. Meigs is off and ahead of me. I could not go with him, and I recollect that all Meigs's guns were on board. This is an unpleasant position to be in, but I will work out of it. Am sustained by my sense of duty and will leave the rest to that kind Providence which has never deserted me in very trying circumstances. Will you please forward the enclosed dispatch to the Secretary of State? Also please detain all private letters that may be in the bag for five days.

Truly and sincerely, yours,

D. D. PORTER.

[Commander A. H. FOOTE, U. S. Navy,
Acting Commandant Navy Yard, New York.]

Letter from Brigadier-General Bragg, C. S. Army, commanding Confederate troops near Pensacola, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding reenforcement of Fort Pickens.

HEADQUARTERS TROOPS CONFEDERATE STATES,
Near Pensacola, Fla., April 8, 1861.

SIR: I learn that an officer of the U. S. Engineers has been added to the garrison at Fort Pickens since my communication to you of the 13th

ultimo. His presence even temporarily to consult with the commander is not in keeping with the agreement of your Government, and I can only regard his presence as a reenforcement.

Very respectfully, your obedient servant,

BRAXTON BRAGG,
Brigadier-General, Commanding

Captain H. A. ADAMS, U. S. Navy,
Senior Officer off Pensacola.

Letter from Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding immediate reenforcement.

FORT PICKENS, FLA., *April 10, 1861.*

SIR: I have the honor to state that in view of information received through private hands I deem the safety of the fort depends on its immediate reenforcement.

Of course if this can be done without its being seen by the opposing party it would be much better than bringing them in openly.

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

A. J. SLEMMER,
First Lieutenant, First Artillery, Commanding.

Captain H. A. ADAMS,
Commanding Squadron U. S. Navy off Pensacola Harbor.

Letter from Brigadier-General Bragg, C. S. Army, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding apparent reenforcement of Fort Pickens.

HEADQUARTERS TROOPS CONFEDERATE STATES,
Near Pensacola, Fla., April 10, 1861.

SIR: Your reply to my communication of the 8th instant is just received. From information considered reliable I felt assured an officer of U. S. Engineers, Brevet Major Z. B. Tower, was quartered on one of your vessels, but spent much of his time daily at Fort Pickens in consulting and advising with the commanding officer. I could but regard his aid under present circumstances as a reenforcement, and felt it due to you to call your attention to the fact. It will give me pleasure to learn I am misinformed.

Very respectfully, your obedient servant,

BRAXTON BRAGG,
Brigadier-General, Commanding.

Captain H. A. ADAMS,
Senior U. S. Naval Officer off Pensacola.

Letter from Captain Adams, U. S. Navy, senior officer present off Pensacola, to Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, Fla., promising prompt reenforcement when required.

U. S. FRIGATE SABINE,
Off Pensacola, April 11, 1861.

SIR: You have stated in your communication to me of the 10th instant that from information received through private hands you have reason to believe that the safety of the fort depends on its immediate reenforcement. Will you be pleased to lay this information in full before me? So many unfounded rumors have been in circulation to

this same effect that it is necessary to be cautious, and my orders are positive not to land reinforcements unless the fort is actually attacked or preparations are making to attack it. Should your information be such as to justify it, I will have reinforcements landed as soon as practicable when the state of the sea will admit of boats landing outside the harbor, and at night, as you recommend.

Very respectfully, your obedient servant,

H. A. ADAMS,

Captain, Senior Officer Present.

Lieutenant A. J. SLEMMER,

Commanding Fort Pickens, Fla.

Letter from Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, Fla., to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding transfer of officer of doubtful loyalty.

FORT PICKENS, FLA., *April 11, 1861.*

SIR: With this note I send Ordnance Sergeant [E. H.] Broady. I think he is a dangerous man in the fort, as some parties on the other side are making overtures to him for the treacherous surrender of the fort, offering commissions, money, etc., to any noncommissioned officer or soldier who will give them the fort without the shedding of blood. I do not wish to punish him, as I do not know to what extent he has committed himself, but I do not think it is safe to have him in the fort.

If you can keep him on your vessel until something is determined you will much oblige [me]. He should not be permitted to write and send letters or messages.

Very respectfully, your obedient servant,

A. J. SLEMMER,

First Lieutenant, First Artillery, Commanding.

Captain H. A. ADAMS,

Commanding Squadron U. S. Navy off Pensacola Harbor.

Letter from Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, Fla., to Captain Adams, U. S. Navy, senior officer present off Pensacola, urging the need of immediate reinforcement.

FORT PICKENS, FLA., *April 12, 1861.*

SIR: In reply to your communication of the 11th instant, I have to state the information I received is through varied sources and all to the same effect, viz, that the troops were preparing to embark for this island, and that boats and material were ready at the navy yard to start at any moment; that the intention was to land either last night or the night before. The weather having been such these nights that they could scarcely cross unless very determined, they may be expected at the first favorable opportunity. I have deemed my information of such importance that for the last two nights my men have been placed at the guns in readiness to repel an attack. My men and officers are much fatigued, and I deem it absolutely necessary that the fort should be reinforced immediately. Provisions should also be landed while there is yet time to do so by the *Wyandotte*.

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

A. J. SLEMMER,

First Lieutenant, First Artillery, Commanding.

Captain H. A. ADAMS,

Commanding Squadron U. S. Navy off Pensacola Harbor.

Letter from Brigadier-General Bragg, C. S. Army, commanding Confederate troops near Pensacola, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding delivery of mail matter.

HEADQUARTERS TROOPS OF CONFEDERATE STATES,
Near Pensacola, Fla., April 12, 1861.

SIR: As an act of prudence I deem it best to prevent any mail boat from Fort Pickens landing on this side. Commodore Ingraham will send all mail matter for your fleet and Fort Pickens daily. Any communication for me you can deliver to Commodore Ingraham at the navy yard, but no member of the boat's crew should land.

Very respectfully, your obedient servant,

BRAXTON BRAGG,
Brigadier-General, Commanding.

Captain H. A. ADAMS,
U. S. Senior Naval Officer off Pensacola.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of the successful reenforcement of Fort Pickens.

U. S. FRIGATE SABINE,
Off Pensacola, April 14, 1861.

SIR: I have the honor to inform you that immediately on receipt of your order* by Lieutenant Worden, on the 12th instant, I prepared to reinforce Fort Pickens. It was successfully performed the same night by landing the troops under Captain Vogdes and the marines of the squadron under Lieutenant Cash. No opposition was made, nor do I believe the movement was known on shore until it was accomplished. A strong party of officers and seamen were sent to assist in case of resistance, who afterwards returned to their ships. The marines remained in the fort at the request of Captain Vogdes, a copy of which I enclose.

The whole expedition was under the charge of Commander C. H. Poor, assisted by Lieutenant [A. N.] Smith, of the *Brooklyn*, Lieutenants [R. F. R.] Lewis and [L. H.] Newman, of the *Sabine*, and Lieutenant [G. E.] Belknap, of the *St. Louis*, and it is highly creditable to these officers that this service was performed without accident or disorder under unfavorable circumstances. The *Brooklyn*, Captain Walker, and the *Wyandotte*, Lieutenant Commanding Mullany, were very skillfully managed. They carried the landing party to the designated point with accuracy, in spite of the darkness of the night, and not having the light-house to guide them, the light having been extinguished early in the evening.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

[Enclosure.]

U. S. FRIGATE SABINE,
Off Pensacola, April 12, 1861.

SIR: I have to request that all the marines which you can spare from the squadron, with their officers, may be landed to reinforce Fort Pickens at as early a period as possible. I make this request as I

* See p. 110.

deem from the large force which the enemy at present has at his disposal Fort Pickens is in danger from his attack, and that the present garrison, even when reenforced by the troops now on board the *Brooklyn*, would not be found adequate to its defense.

Very respectfully, your obedient servant,

I. VOGDES,
Captain, First Artillery.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Captain Vogdes, U. S. Army, commanding Fort Pickens, Fla., to Captain Adams, U. S. Navy, senior officer present off Pensacola, making requisition for men and stores.

FORT PICKENS, *April 13, 1861.*

DEAR CAPTAIN: Here we are all safe. The enemy did not evidently deem it prudent to attack us. I am going to call on you for a large requisition. I have first to request that you will land 250 sailors, with the proper number of officers. Next I have to request that you will let me have the following articles: Four barrels whisky, three pieces of flannel, as many axes and shovels as you can spare, and some canvas (old will answer), as much as you can let me have. Will you then send one of my men on the *Brooklyn* to attend to getting out the company property? He will know their relative importance and the order in which they should be sent. I think it would be well to get the provisions and fifty shells on shore as quickly as possible. I have sent a party up the beach to reconnoiter. I send the quartermaster back with some men that were accidentally left. Please let him have the signals and allow him to return as quickly as possible, and the moment that I ascertain that the island is clear I will signal to you, in order that you may commence the operation of landing men and stores. I send enclosed duplicate requisitions, which can be filled out by the officers responsible for the property according to the amount or number furnished. Lieutenant Langdon will receipt for the stores sent according to the invoices, or will purchase them.

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

I. VOGDES,
Captain, First Artillery, Commanding.

Captain H. A. ADAMS, U. S. Navy,
Commanding Fleet off Pensacola Harbor, Florida.

P. S.—Will you please let the *Wyandotte* come as near to the shore as convenient, in order that we may be able to communicate as rapidly as possible, as I have reason to think that the people at the navy yard are in possession of the signal book. I shall therefore signal No. 758, "All clear," and No. 282, "Don't land."

I. V.

Letter from Captain Vogdes, U. S. Army, commanding Fort Pickens, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding the danger of occupation by the enemy of Santa Rosa Island.

FORT PICKENS, *April 13, 1861.*

DEAR CAPTAIN: From what I have observed to-day I deem it not improbable that the enemy may cross over and endeavor to establish himself on Santa Rosa Island. I would therefore suggest that it may

be prudent for the *Wyandotte* and *Brooklyn* to move up to the position indicated in Major Tower's and my conversation with you. By that means you would be able to take him in flank should he attempt to advance, and probably deter him from making any attempts to establish himself. I think that movement even without you firing on him would have a great moral effect, and in any event observations from the ship's masthead might afford us useful information as to his designs.

I send you a New York Herald of the 8th instant, by which you will see that if newspaper reports can be trusted there will be a large quantity of material, etc., to be landed here soon, and consequently how important it may be to prevent the establishment of any batteries on the island which might interfere with their being landed.

Yours, truly,

I. VOGDES,
Captain, First Artillery.

Captain H. A. ADAMS, U. S. Navy.

Letter from Captain Vogdes, U. S. Army, commanding Fort Pickens, Fla., to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding violation of armistice.

FORT PICKENS, FLA., *April 14, 1861.*

DEAR CAPTAIN: General Bragg has just sent me a verbal message by his adjutant-general, Colonel Wood, requesting to know why the armistice had been violated by reenforcing Fort Pickens. In reply I stated that I never had been a party to any armistice, but that in landing from the *Brooklyn* and taking the command of Fort Pickens I had acted under orders from the General Government. He then stated that he was directed by General Bragg to demand from the late commander, addressing himself to Lieutenant Slemmer, why it had been violated on his part. He answered that he obeyed the orders of his Government. No further official communication passed between us.

Your obedient servant,

I. VOGDES,
Captain, First Artillery, Commanding Fort Pickens.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Brigadier-General Bragg, C. S. Army, commanding Confederate troops near Pensacola, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding violation of armistice.

HEADQUARTERS TROOPS CONFEDERATE STATES,
Near Pensacola, Fla., April 14, 1861.

SIR: Your communication of the 13th instant, announcing the reenforcement of Fort Pickens, was received by me this evening. How you could suppose I was aware of that fact, and that it was done by "order of the U. S. Government," I do not understand, when it was accomplished under cover of the darkness of night and in violation of a solemn compact. I only wish I could construe the orders of your Government as a justification of the act.

I am, sir, your obedient servant,

BRAXTON BRAGG,
Brigadier-General, Commanding.

Captain H. A. ADAMS,
Senior U. S. Naval Officer off Pensacola.

Report of Lieutenant Worden, U. S. Navy, of his detention as prisoner of war.

MONTGOMERY, ALA., *April 15, 1861.*

SIR: I started from Pensacola on my way toward Washington on the evening of the 12th instant; was arrested near this place on the 13th, and am now held here as a prisoner of war.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant.

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

Letter from Captain Vogdes, U. S. Army, commanding Fort Pickens, to Captain Adams, U. S. Navy, senior officer present off Pensacola, requesting additional force of laborers.

FORT PICKENS, FLA., *April 16, 1861.*

SIR: Will you please let me have 100 seamen, as there are evidences of great activity on the opposite shore which should be met on our side. I do not anticipate an assault, but I want more laborers to put the fort in a proper state of defense. If you have any bags please let me have them. If you have any means of cooking that can be transported, please send them with the men. But for the fact that I have no means of cooking for more men and very poor accommodations for them I should ask for 300 seamen. If the *Atlantic* has troops for this place and sand bags, it will obviate the necessity of your sending seamen and bread bags from your fleet.

Very respectfully, your obedient servant,

I. VOGDES,
Captain, First Artillery.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

P. S.—I hope, however, if there are any troops on board the *Atlantic* for this place, that you will make every effort to land them to-night.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of the landing by vessels of his command of troops and stores at Fort Pickens.

U. S. FRIGATE SABINE,
Off Pensacola, April 18, 1861.

SIR: I have the honor to inform you of the arrival here of the steamer *Atlantic*, on the 16th instant, with Colonel H. Brown, U. S. Army, and a number of troops and military stores on board. At the request of Colonel Brown the soldiers were immediately landed by the boats of the squadron, which are now employed getting the stores, etc., on shore.

I beg leave to call your special attention to what follows, as I think it important. The *Sabine* and *St. Louis* are getting short of water. We have no way of getting any but from the *Brooklyn*, where it is distilled. This resource may be cut off from us at any moment by the breaking of the apparatus or its becoming necessary to employ the *Brooklyn* elsewhere. The rains are so scanty that we can get none that way. The *Wyandotte* I expect every day to break down. Her engine is much worn, and for the last hundred days her fires have only been

out twenty-four hours. A steamer of light draft—5 or 6 feet—that could carry supplies or reinforcements up to the very walls of Fort Pickens would afford more important cooperation to Colonel Brown than half a dozen sailing frigates. I have asked for such a steamer on two former occasions. Coal for the steamers will soon be wanted. Owing to fresh winds and rough seas, and the employment of our boats by the Army, we have not yet been able to get all our stores from the *Supply*. I am having it done as fast as circumstances will allow.

The scarcity of officers is a serious and growing evil. Since the date of my last Captain Walker, of the *Brooklyn*, Lieutenant Read, of the *Wyandotte*, and Mr. Parker, acting gunner of this ship, have all been condemned by medical survey. I have ordered Commander Poor to the *Brooklyn*, Commander Gibson to the *St. Louis*, Lieutenant Mullany to the *Supply*, and Lieutenant Williamson from the *Brooklyn* to the *Wyandotte*. On board this ship we have but four lieutenants, no master, no gunner, no sailmaker, no passed or other midshipmen. The other ships are no better off.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

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

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola.

HEADQUARTERS, *Fort Pickens, April 17, 1861.*

CAPTAIN: I do not think it advisable just now to weaken my command at all. Therefore I beg you will permit me to keep the detachment of marines a few days longer.

I am, very respectfully, your obedient servant,

HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding position of vessels of his command.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 17, 1861.

CAPTAIN: I have respectfully to request that you will have the ships of your command so placed as to sweep the land approaches to this fort, and as near as, in your judgment, they can lie with safety. I would also respectfully suggest that guard boats along the beach on the inside at night would add very much to the security of the fort.

I am, captain, respectfully, your obedient servant,

HARVEY BROWN,
Brevet Colonel, Commanding.

Captain ADAMS,
Commander in Chief U. S. Naval Forces off Pensacola.

Letter from Captain Meigs, U. S. Army, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding means for effecting a landing at Fort Pickens.

U. S. TROOPSHIP ATLANTIC,
Off Santa Rosa, April 18, 1861—1 a. m.

SIR: If the weather continues fine, we will endeavor to land the horses and battery to-morrow, as soon as I can examine the ground and determine the best place for them.

The horses are stiff from long standing, and we think it would save the lives of many of them if they could be transferred to the deck of the *Wyandotte*, as she can go so much nearer the beach than this ship, which draws 20 feet of water.

I will be obliged to you for a boat at daylight to take me ashore and accompany me along the beach while reconnoitering.

This boat should be armed. Major Vogdes thinks that an attempt will be made to land before morning. I doubt it, however.

I am, respectfully, your obedient servant,

M. O. MEIGS,
Captain.

Captain ADAMS,
Commanding Squadron off Pensacola.

P. S.—Colonel Brown thinks that it is very important to have guard boats inside at night.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, requesting transportation for troops from Key West to Pensacola.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 19, 1861.

CAPTAIN: I desire to bring two companies of infantry from Key West to this port, and respectfully request that a sailing vessel may be dispatched to that port to carry my orders, and that the steamer *Crusader* may be ordered without delay to transfer the troops here, with such supplies as can be spared from that place; the sailing vessel to receive such orders and destination after her arrival as you may desire to give.

If you can comply with my request I desire that the ship may sail to-morrow, or as soon as I can get my dispatches ready.

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

HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, relative to reinforcements and supplies for Fort Pickens.

U. S. FRIGATE SABINE,
Off Pensacola, April 19, 1861.

SIR: At the request of Colonel Brown I have sent the *St. Louis* to Key West with orders to the *Crusader* to bring down immediately soldiers and stores.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

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

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding transmission of dispatches.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 19, 1861.

CAPTAIN: I am in receipt of your letter of this day's date, informing me that you would send the *St. Louis*, at my request, to Key West.

I can not get my dispatches ready before to-morrow morning, but will then, if you will have the goodness to send for them.

Will you do me the favor to notify Captain Meigs, so that he can prepare for transmission his dispatches for Washington?

The *Atlantic* is not sufficiently unloaded to take her, and the stores on board her are of immediate and pressing necessity.

I am, captain, very respectfully, your obedient servant,
HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

P. S.—Captain Meigs is on board the *Atlantic*.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding assistance rendered.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 19, 1861.

CAPTAIN: I have received your letter of this day's date. I have given to Lieutenant Murdaugh my views and wishes respecting the subject of my two notes of the 17th. I am much obliged for the liberal assistance you have afforded me, and will try to make as few as possible calls upon you for assistance.

I am, captain, very respectfully, your obedient servant,
HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Request of Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, for the *St. Louis* to remain at Key West during the absence of the *Crusader*.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 19, 1861.

CAPTAIN: On reflection I think that the taking away at the same time the *Crusader* and two companies may too much weaken that port. May I ask you to direct the *St. Louis* to remain in the harbor for, if necessary, the support of the fort until the return of the *Crusader*.

I am, captain, very respectfully, your obedient servant,
HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Captain Meigs, U. S. Army, to Colonel Brown, U. S. Army, commanding the Department of Florida, reporting execution of orders in the matter of the U. S. troopship *Atlantic*.

U. S. SHIP *ATLANTIC*,
April 19, 1861—3:20 p. m.

MY DEAR COLONEL: I have received your letter, and thank you for the very kind terms in which you express your difference in opinion with me. Believing that it was wrong to interrupt the disembarkation of stores by any movement of this ship while this most favorable weather lasted; yielding in all naval matters to the experienced opinion of Captains Porter and Gray; knowing that the *Powhatan* has her steam down and her steam chimney under repairs, and that she can not, therefore, move to protect us in any new position; informed that the best landing yet discovered is that at which we lay (Harris already in this quiet sea to day stove the only boat sent toward Fort Pickens, and drenched in salt water the officers' baggage), I concluded not to attempt to move the ship until, the work of the day being over, we could do so without delay to the unloading of stores.

Received your note as I was about entering a boat to examine the beach with Captain Porter and determine what place will do for her new berth. I am sure that were you on board and had so seen the destruction caused by the surf last evening you would agree with us and would think we had done our best. Your orders are commands to which I shall always while with you implicitly conform when they are given without leaving me discretion, and I have ordered Captain Gray to put up steam and move down the coast. We can get about 2 miles nearer, no more, and then we will be within fire and I think much troubled by the outer sand bar parallel to the coast.

As for the other matter—the entrance of Captain Porter into the harbor at this time—I agree with you in opinion. It was only by exhibiting your letter to him and endorsing most thoroughly my agreement with it, and giving him a copy of the general orders just published to all officers to cooperate as you desired, that I stopped this gallant officer, bent on a desperate deed of self-sacrifice and devotion to his country. He will await your orders, as I shall, in all obedience and fealty.

Most truly, your friend and aid,

M. C. MEIGS.

Colonel HARVEY BROWN,
Commanding.

Please say to Major Tower that his wishes are being executed, and the sand bags I doubt not will be sent at the earliest opportunity; that Gillmore was left with Keyes.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. *Powhatan*, of the arrival of that vessel off Pensacola, and giving reasons for not having entered that harbor.

U. S. S. *POWHATAN*,
Off Pensacola Bar, April 21, 1861.

SIR: I enclose a correspondence which will explain why I am not inside of the harbor. Will you please to lay it before the President? I arrived here a few hours behind the *Atlantic*, my passage having been retarded by heavy gales, head winds, and defective boilers. I had disguised the ship so that she deceived those who had known her, and after nearing our squadron was standing in (unnoticed) when the steam gunboat *Wyandotte*, lying alongside the *Atlantic*, commenced

making signals to me, which I did not answer, but stood on. The steamer then put herself in my way, and Captain Meigs, who was on board, hailed me and I stopped. In twenty minutes more I should have been inside or sunk. Captain Meigs delivered me Colonel Brown's letter dated April 17, 1861, which will explain why I was not permitted to proceed.

I shall be ready at a moment's notice to enter whenever Colonel Brown may notify me that he is prepared. It will be somewhat more difficult than at first, as our true character is now known and we shall have to run the gantlet of about eighty guns.

We are covering the landing of the *Atlantic's* and *Illinois's* effects, and have been hard at work with our boats in getting out their cargoes.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
U. S. Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Enclosures.]

FORT PICKENS, *April 17, 1861.*

MY DEAR CAPTAIN: From the wretched condition of the defense of this place and the very elaborate range of batteries put up on the opposite side it is desirable that we put off the day of collision as long as possible. If Porter runs the gantlet now a collision is inevitable, and we shall suffer the most. I too doubt the possibility of his escaping. I am told Fort McRee alone mounts 100 guns. Would it not, then, be best to stop him? I think so.

Yours, truly,

HARVEY BROWN.

Captain MEIGS.

[P. S.]—We want time; it is everything.

[Endorsement.]

U. S. S. POWHATAN, *April 17, 1861.*

SIR: Under the circumstances detailed in the within letter, and the necessity of avoiding collision while in the act of landing stores, horses, and artillery, I feel it my duty to request you to postpone entering the harbor for the present.

My connection with the expedition [and] my knowledge of the views and intentions of the President justify me in making this request with almost the force of an order from the President.

The buoys are, I am glad to find, still in place, and a few nights hence you will, I think, be able, by sending lights to these buoys, to enter undiscovered.

I am, respectfully, your obedient [servant],

M. C. MEIGS,

Captain of Engineers, Chief Engineer Middle Dept. of Florida.

Captain PORTER,
Commanding Powhatan, off Pensacola.

—
U. S. S. POWHATAN,
Off Pensacola, April 18, 1861.

DEAR SIR: In looking carefully over the orders of the President to me in relation to my entering the harbor I find them so imperative

that they leave no margin for any contingency that may arise. Your letter to Captain Meigs of the 17th, requesting me not to go in and draw the fire on you before you had time to prepare, is quite sufficient to satisfy me that such a course on my part would be very indiscreet. But to satisfy the authorities in Washington I would be obliged to you if you would address me a little more fully on the subject, and state as near as you can your actual condition and the time required to make up deficiencies. If you think that in two days' time you will be ready for me to make the attempt, please notify me, for after that time I shall have to run the gantlet by moonlight, which would no doubt be a good time for an exhibition, but darkness would suit better for a piece of strategy. I know that I am here to give you aid and comfort and keep any of the enemy from crossing over in boats on the inside; but while I will do all I can in the way of aid, I can not do much in cutting off boats where I now am.

Will you please make such suggestions as your good sense may dictate, and I will endeavor to follow them as near as I can.

Very respectfully, your obedient servant,

DAVID D. PORTER.

Colonel H. BROWN, U. S. Army,
Commanding Fort Pickens, Fla.

HEADQUARTERS DEPARTMENT OF FLORIDA,
April 19, 1861.

SIR: Your letter of the 18th is received, and I can not, perhaps, better answer it than by giving extracts of dispatches I am preparing for Washington:

Aware of the desire of the Government that a ship should be placed there (in the harbor), and knowing that I am opposing the wishes of Captain Meigs, nothing but a profound sense of its necessity would have induced interference on my part; but believing that if the actual state of this fort at this time was known that no such instructions would have been given, I did not hesitate fully and freely to express my views and wishes in the case.

As I have already reported to you, I found this fort in the worst possible condition for hostilities—the batteries out of order, some of the largest and most important guns dismantled, the necessary traverses and other protection for the troops unprepared, the garrison deficient, the subsistence nearly exhausted, the ammunition (except powder) not sufficient in important articles for one day's service, a total want of engineer, quartermaster, and ordnance tools and implements, and the fort in a complete state of confusion, all requiring the labor of every man at the fort. The steamer *Atlantic* lying here with large supplies of indispensable stores, which can only, without extreme inconvenience, involving great time and labor, be landed within range of the guns of Fort McRee, and the vital importance of getting these stores ashore, rendered, in my judgment, delay in encountering hostilities of the utmost importance, and any act of ours provoking or, I may say, assuredly and certainly causing it, to be premature and unwise. Time with us is everything, and I can see but little injury to accrue from delay.

You say, "If you think that in two days' time you will be ready for me to make the attempt, please notify me." I know that in a week I can not get ready to warrant a voluntary provoking of hostilities, and how much longer I can not tell; but in two days I can be in but little better condition than I now am, and I can only repeat that if you do enter before I am prepared, in my judgment the movement will be unwise and deeply injurious to the best interests of the country.

I am, very respectfully, your most obedient servant,

HARVEY BROWN,
Brevet Colonel.

Lieutenant DAVID D. PORTER,
Commanding Ship Powhatan.

Extracts* from a letter from Captain Adams, U. S. Navy, to Captain Du Pont, U. S. Navy, regarding affairs at Fort Pickens.

U. S. S[HIP] SABINE,
Off Pensacola, April 30, 1861.

MY DEAR DU PONT: * * * Our mail facilities are cut off, though General Bragg still allows letters to be sent on shore to be mailed, and some come off to the fort and ships. But it is noticed that all the letters and telegrams which are allowed to reach us are addressed to officers from the South, and in general calling on them to resign. We believe now that all others are examined and detained. Your letter was full of sad presages, and I fear they are more than realized. We have heard of the secession of Virginia, of the destruction at the Norfolk yard, the riots at Baltimore and along the railroad, the resignation of many of the very best officers in the Navy, and other bad news, enough to make the heart bleed and everyone who feels as I do wishes himself in his grave. We are fallen upon fearful times, and I have had my share of trouble and perplexity.

It is now very near three months since I arrived here, and was met by orders, four times repeated, not to enter the harbor, but to remain off Fort Pickens ready to cooperate in its defense if it was attacked, and to act strictly on the defensive.

We had a great deal of bad weather, some heavy gales from the south and southeast which made it difficult to keep off the shore, and anything like landing men on a sudden alarm would have been impossible. Fortunately none was made, but every night was one of anxiety. Sometimes we were underway, sometimes at anchor, and you know it is not an easy matter to keep a sailing frigate near enough to Fort Pickens to land reenforcements at a "moment's notice." You may suppose I did not get much sleep. This state of things continued till the 31st of March, when the *Brooklyn* returned from Key West, where I had sent her for provisions, as we were entirely out and I could hear of none coming. The *Brooklyn* brought an order from General Scott to Captain Vogdes to land his troops at Fort Pickens. Vogdes applied to me for boats. I refused, stating that it would be in direct violation of the orders under which I was acting from the Navy Department, and I could receive none from General Scott. At this time a sort of armistice existed by which we were bound not to reenforce Fort Pickens unless it was assaulted or threatened, and the other side were not to assault it unless we undertook to reenforce it. This armistice was entered into by the Secretary of War and of the Navy on our side and Mr. Mallory and Colonel Chase on theirs, and my orders were based on it. I wrote, however, immediately to Mr. Welles; told him what I had done, but that though I could receive no orders from General Scott I was ready to carry out any he might choose to give. I sent this communication by an officer of the Army to Washington and received an immediate answer by Lieutenant Worden. That answer I received about 2 o'clock on the 12th instant. It was an order to land the troops, and by 12 o'clock that night it was done, without collision and without discovery, I think, till it was accomplished. A few days after this Colonel Brown arrived in the *Atlantic* with 450 men. These were also landed immediately without difficulty. The *Atlantic* was loaded with artillery, horses, ammunition, and all sorts of military stores. She was soon followed by the *Illinois* with a similar cargo. Since then the labor of the squadron has been excessive in getting these

*Matter of a personal nature omitted.—COMPILERS.

things on shore. They have to be landed through the surf on the open beach, in the boats of the ships, the boats getting knocked to pieces and the men working up to their necks in water. Besides this, Colonel Brown has all the marines to help him in the fort, and above twenty men to row guard inside. The *Atlantic* is discharged and gone, but the *Illinois* is not quite empty yet. The men are wearing out, and then they are kept in readiness to be landed "at a moment's warning" if a signal is made for them at night. Not one of the ships has half her complement of officers. The *Sabine* has but four lieutenants; no younger officers except three master's mates, who are of very little use and not respected by the crew. Of our four lieutenants, Mr. Murdaugh is first, and he has sent his resignation home, as have several others from Virginia. I have refused to let them go or excuse them from duty till I hear their resignations are accepted; this causes some heart-burning. And I have another source of trouble—the men are getting discontented at the length of the cruise and the hard work. The times of many have expired, and they have asked their discharges on the ground that they were within the jurisdiction of the United States. I keep them all, but the ship ought to be relieved. At one time we were so nearly out of provisions that I was obliged to send the *Brooklyn* after some, at the risk of the fort being attacked during her absence; and neither this ship nor the *St. Louis* have had any water for a long while but what has been distilled for us by the *Brooklyn*. As for getting any fresh grub, that is out of the question. They hung a man in Mobile who undertook to bring some mess stores for the officers, though he had the written permission of the governor and the military commandant to do so. * * * She (the *Water Witch*) is not here yet; her mails were brought down by the *Mohawk*, but I look for her in a day or two. * * * Money is of no use here; if it was, we have none. I and several other officers used our own money out of our purses to pay bills of the ship as long as anything could be bought.

Now, if I chose to inflict any more complaints on you I have plenty behind, but I will spare you. Think, however, of my personal feelings at this dreadful juncture, with all my interests and affections in the South, and then give me credit for sticking at my post and doing my duty.

* * * * *

When I look at the register and see how many are gone, or likely to go, who have been near and dear to me, and whom I have been proud to call my friends for the best part of half a century, my heart shrivels up till it feels no bigger than a pea.

* * * * *

It is impossible to say what Bragg is contemplating; 7,000 or 8,000 men are said to be collected about the forts and navy yard. Batteries of 10-inch guns line the beach between the light-house and Fort McRee, some plain in sight, others masked by bushes. They are said to have several good engineer officers, educated at West Point, with them. The opinion that prevails is that when everything is in readiness over there a demand will be made for the surrender of Fort Pickens, and in case of refusal they will proceed to bombard it, as was done at Fort Sumter; but the distance is long and the walls thick enough to stand a good deal of hammering, with no houses inside to burn down. Colonel Brown says he can repel any attempt at assault. Hitherto vessels have been allowed to pass in and out of Pensacola without being questioned, but since the late news I have taken the responsibility of insti-

tuting a sort of blockade to prevent any munitions of war being carried in. I am altogether without instructions from the Navy Department, but have an order from the President to assist the Army. I wish he knew what the Army understands by that word "assist." It seems to be, "Work for us by day, watch over us at night, and be ready to land and fight for us when we make the signal." But to do them justice they are very clever (American clever) fellows, and are worked hard enough themselves. A great deal is yet to be done in the fort. It was in a most melancholy condition when Slemmer took possession of it.

The *Powhatan* came here a few days ago on a secret and desperate expedition, which perhaps you know something about by this time. Fortunately, I think, he did not undertake it, and I have therefore added the *Powhatan* to my squadron, and find her very useful, as she is fully officered. We have here now the *Sabine*, *Brooklyn*, *Powhatan*, *Wyandotte*, *Mohawk*, *Supply*, and a small schooner borrowed from the Army for a *guarda costa*. I learn from the Department that Stringham will sail for this place on the 1st of May—to-morrow. I hope he is to relieve me.

* * * * *

At the request of Colonel Brown, I have sent the *St. Louis* to Tortugas to protect Fort Jefferson.

The *Water Witch* is to run as a mail packet between this place and Havana, connecting with the steamers from New York. Remember this, and from time to time give all the news you can about Navy matters and Navy friends.

* * * * *

I want this ship ordered into Philadelphia. I anticipate much trouble with the crew if she goes to New York or Boston. She was in most excellent order three months ago, with a good, docile crew, but this irregular scattering work in boats and the want of officers is fast disorganizing them. All our exercises, etc., are interrupted and disorder and offenses are increasing. How seriously the want of midshipmen is felt now! There is but one in the squadron. Do you remember the crowd in the old *Franklin's* stowage in 1817?

May 1st.—Lieutenant Renshaw came off from the navy yard this morning with a flag of truce. He brought me a letter from Ingraham, who has gone to Montgomery to establish a bureau of ordnance, I suppose. Tattnell is to command the yard. It is believed they have our signal books on shore, and Strong has given me the numbers as they have been changed. But this won't do, unless kept secret by the captains, and I don't know whether they are all to be trusted. Any officer leaving the service can carry the change of numbers in his head, or in his pocket on a slip of paper, and then the enemy will soon have the key. I have not allowed the alterations to be known in the squadron, and won't till those who have or who are about to resign have gone home.

May 2d.—The *Water Witch* has arrived. * * * I hear of more vessels on the way with army stores which we shall have to land. For Heaven's sake tell them at Washington to send out some fresh hands to the bellows. Our wind is nearly gone. General Scott seems to have forgotten the necessity of surfboats, which he found so great at Vera Cruz. But indeed it would be hard to take care of them, lying as we do in the open sea, with frequent hard winds and heavy swells from the southward.

Berryman died a victim to anxiety and overwork, and the same causes broke down his first lieutenant, Abner Read.

Now, I have written a mighty long letter, but not said half I would like to. If you want to know my sentiments on the present crisis, they are true to the flag I have served under so long. * * *

Believe me, always your attached friend and old shipmate,
H. A. ADAMS.

Order of the President of the United States to the Secretary of the Navy, relieving Lieutenant D. D. Porter, U. S. Navy, from special duty.

EXECUTIVE MANSION, *May 11, 1861.*

SIR: Lieutenant D. D. Porter was placed in command of the steamer *Powhatan* and Captain Samuel Mercer was detached therefrom by my special order, and neither of them is responsible for any apparent or real irregularity on their part or in connection with that vessel.

Hereafter Captain Porter is relieved from that special service and placed under the direction of the Navy Department, from which he will receive instructions and to which he will report.

Very respectfully,

ABRAHAM LINCOLN.

The SECRETARY OF THE NAVY.

Report of Captain Adams, U. S. Navy, late senior officer present off Pensacola, transmitting order from Colonel Brown, U. S. Army, commanding Department of Florida, regarding services of marines.

U. S. FRIGATE SABINE,
Off Pensacola, May 27, 1861.

SIR: I have the honor to enclose a copy of an order of Colonel Brown, commanding the Department of Florida, showing his appreciation of the good conduct and valuable services of the marines from this ship and the *Brooklyn*, who have been serving under the command of Lieutenant Cash in Fort Pickens since the 12th of April, a few days excepted.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain.

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

[Enclosure.]

ORDERS, }
No. 46. }

HEADQUARTERS,
Fort Pickens, Fla., May 26, 1861.

The services of the marines being no longer indispensably necessary, they are relieved from duty at this post.

The colonel commanding takes pleasure in publishing his entire approval of the conduct and his appreciation of the services of Lieutenant Cash and his command, which have been of great value and always cheerfully rendered, and the conduct of the troops uniformly correct and soldierly.

By order of Colonel Brown:

G. D. BAILEY,
Second Lieutenant, Second Artillery, Post Adjutant.

Letter from Captain Adams, U. S. Navy, to the Navy Department, transmitting correspondence in justification of his conduct when cooperating for the defense of Fort Pickens.

PHILADELPHIA, *October 1, 1862.*

SIR: I have been credibly informed that certain letters, written by persons unknown to me during the time I was in command of the U. S. naval forces off Fort Pickens, are lodged at the Department, and have seriously affected my reputation and prospects. I am mortified and surprised at this, particularly as during the frequent conversations I have had with you no notice was given me of it. I was aware that such letters, written by ignorant and malicious persons, had been published in the New York Tribune, and I made several efforts to get the names of the authors from the editor, but without success. I never dreamed that these or similar letters were filed at Washington without my being informed of it or called upon for explanation. I would think such irresponsible charges unworthy of being enquired into if I had not found I was suffering from their evil influence.

The papers which I have the honor to enclose herewith will show you that in all I did, or forebore to do, I was acting in strict obedience to orders under the President's own hand, delivered to me by Colonel H. Brown, the military commandant of the Department of Florida, and will also show how faithfully and efficiently they were obeyed. It will appear, too, by them how earnest the wish of Colonel Brown was that no act of hostility should be committed which might provoke retaliation or serve as an excuse to the enemy for an attack on the fort, and that he had informed General Bragg his instructions were only to act on the defensive. I was called upon by him to give all possible protection and assistance to the fort, and unite in this nonoffensive policy which he considered so important to be observed. The safety of the fort was considered of the greatest consequence in view of Santa Rosa Island being the intended base of future operations on a grand scale against the Gulf States. Minor considerations or trifling advantages must be sacrificed to its security while in an unprepared state. In all my proceedings I carried out strictly this idea in obedience to the wishes of Colonel Brown and the order of the President. As that order did not come through the Navy Department, it seems possible it might not have been known there; but I was not the less bound to obey it. It will be seen, too, that I was always ready and prepared to attack the forts or take any other active measures to annoy the enemy at a moment's notice. I believe it will be conceded by everybody that the policy pursued by Colonel Brown and the commanding position of the ships were the salvation of the fort. In carrying out this plan I was obliged to exercise constant activity, vigilance, and forbearance. This forbearance it is, as I am told, which has been the subject of the accusations entertained against me, coming from sources unknown to me.

I respectfully beg your careful examination of the accompanying papers. They are but a portion of what I have on the subject, but I think will be found quite sufficient to relieve me from the false position in which I now stand, and procure me some such testimony from the Department as is due to one who has faithfully performed his duty under novel and trying circumstances, and only been rewarded by suffering from misrepresentation.

I am, very respectfully, your obedient servant,

H. A. ADAMS,
Captain, U. S. Navy.

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

[Enclosures.]

NEWPORT, August 24, 1862.

DEAR SIR: In answer to your communication of August 22, asking my recollections of the state of affairs at Fort Pickens on my arrival there, the state of the defenses, the orders under which Colonel Brown was acting, and the extent of authority with which he was invested by the President, I beg leave to state that the fort was not in a state of defense until Colonel Brown entered it with his troops, though he considered himself even then entirely dependent on the ships for protection. His orders from the President authorized him to call upon every naval officer for assistance and obedience to his orders (which were to act on the defensive), and officers, men, and boats were freely supplied whenever they were required. Colonel Brown strenuously protested against any movement on the part of the ships until he was ready in the fort. I know that the great disappointment of my life was not being permitted to enter the harbor of Pensacola when my plans were so well laid and when I was certain of success.

In relation to the last question you ask, whether anything could have been attempted at that time by the naval force there of sufficient importance to justify a violation of the President's order to cooperate faithfully with Colonel Brown, I reply: I think the *Brooklyn* and *Powhatan* might have run in there at night and caused the rebels to retreat, but Colonel Brown encouraged nothing of the kind; on the contrary, opposed it. He did on one occasion propose a bombardment and the ships were to take part in it. I sounded outside the bar to find a place for the *Brooklyn* to lie, but found she could not get within gunshot without going inside, and it would have been an unwise thing if it (the bombardment) had ever been undertaken in the manner proposed. This has since been proved by Commodore McKean's attack of Fort McRee, which amounted to nothing at all. A few gunboats at that time could have entered Pensacola with ease, but there were none on the station. I do not know what Commodore McKean's instructions were, or what took place after his arrival, as I left there the same day; but I am of opinion that during the time I was before Fort Pickens Colonel Brown is responsible for any inactivity on the part of the naval forces, and that you expressed yourself willing to make an attack whenever it was proposed to you. The oft-expressed opinion of Colonel Brown that "we must act on the defensive" prevented the Navy from showing that zeal it has since exhibited against stronger places than Pensacola.

Yours, very truly,

DAVID D. PORTER.

[Captain H. A. ADAMS.]

U. S. FRIGATE SABINE,
Off Pensacola, May 17, 1861.

SIR: If it is possible to keep the *Powhatan* in readiness to move at the shortest notice, I wish you to do so. I am expecting every day an attack will be made on Fort Pickens, in which case her services will be necessary to tow this ship into a position where she can give most assistance to the fort and most annoyance to the enemy. When the firing from the mainland begins you will please run down to this ship

immediately for this purpose. You can make any repairs to your boilers and flues which will not prevent you from giving me this assistance.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

Lieutenant Commanding D. D. PORTER,
U. S. S. Powhatan.

U. S. FRIGATE SABINE,
Off Pensacola, April 27, 1861.

SIR: The *Powhatan* will be a permanent guard ship for the present and hoist the guard flag. You will have all vessels bound in or out of Pensacola boarded by a lieutenant, who will report to me immediately if he learns anything of importance, otherwise in the evening.

If any vessels bound in are found to have munitions of war on board, they are not to be allowed to enter the harbor. No force is to be used in stopping those bound out. The *Wyandotte* will afford assistance in towing your boat and intercepting vessels when necessary.

Very respectfully your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

Lieutenant Commanding D. D. PORTER,
U. S. S. Powhatan.

This order was issued and enforced before any knowledge of the President's proclamation (which is dated on the 19th April) had reached me. On the evening of May 12 received from Havana by the *Water Witch* a copy of the President's proclamation of blockade, and announced to General Bragg next morning the blockade of the place.

PHILADELPHIA, *September 2, 1862.*

DEAR CAPTAIN: I received your letter of the 1st instant referring to certain complaints made through correspondents of your course while in command off Fort Pickens, to the effect that the ships might have been more actively engaged, and that opportunities were neglected for accomplishing some brilliant and important exploit. My own judgment so entirely approves of your management and disposition of the force under your command during the exciting, peculiar, and delicate circumstances under which you were placed that I look back with much satisfaction to the fact that I was associated with you. All the events are quite fresh in my recollection. I know that during the first period of your command an armistice existed which required that nothing should be done by the ships that could be construed into a reinforcement of Fort Pickens, during which time the squadron enjoyed many advantages in procuring supplies from the port and navy yard, and, indeed, without which we could not have remained off Pickens, but would have been obliged to detail one of the vessels constantly to procure them. In the meantime every preparation was made to land a force (night or day) in case the rebels should violate the armistice and make an attack. Men, marines, boats, and officers were detailed and kept in a constant state [of] readiness to embark. Stations were assigned them in the fort and signals established to regulate the landing and attack. Subsequently an order was received to reinforce. It was immediately and successfully carried out by landing a large force of seamen and marines. In a few days after Colonel Harvey Brown arrived, in command of a considerable force, accompanied by a number

of transports, all the troops, artillery horses, munitions, and baggage were landed by the boats of the squadron—a work of great labor and exposure.

Colonel Brown brought orders from Washington that all officers of the Navy should cooperate with him, and render him every aid in carrying out his plans and instructions, which were to defend Fort Pickens against attack, but at the same time to act strictly on the defensive; great stress was laid upon this last point. An order was given that nothing should be done that was likely to bring on an attack, as the fort was not in a state of sufficient readiness to engage the enemy's batteries. The ships, by his request, were placed as close to the beach of Santa Rosa as their draft of water would permit, in order to command the approaches by land, and while so placed it would have been impossible for the enemy to have landed as they afterwards did. Upon the arrival of Captain McKean the squadron was dispersed on blockading duty.

I am aware that you enforced the blockade of Pensacola before any official order was received from Washington to do so. No other ports were blockaded, because Colonel Brown required the presence of all the ships for the protection of the fort. I recollect having had frequent consultations with you upon the best mode of attacking the enemy in case active hostilities should commence; that you had arranged that the *Wyandotte* should tow your ship, the *Sabine*, into the harbor, and the *St. Louis* to a position to the westward of Fort McRee, and I sounded in that direction to ascertain if the *St. Louis* could approach near enough to make her guns available. I recollect that upon the approach of the *Powhatan* under English colors, with the purpose, as afterwards ascertained, of entering the port, her destination was changed by the request of Colonel Meigs, who had seen the enemy's strength, the condition of affairs in the fort, and conferred with its commander. I do not recollect of anything being suggested by Colonel Brown that was not fully and promptly carried out by the ships under your command, and up to the time of my departure from Pickens (on blockading duty) I do not think the ships could with any advantage have engaged in any operations against the enemy further than was done.

I am, very truly, yours,

C. H. POOR.

[Captain H. A. ADAMS.]

Copy of a letter from Colonel Brown to General Bragg, showing that up to that date (May 22, 1861) he had been acting only on the defensive, in which course I had been cooperating with him, in accordance with his own wishes and the orders of the President:

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, May 22, 1861.

SIR: In my letters to you of the 17th ultimo I announced my intention of acting only on the defensive unless assailed. Since then your so-called Government has commenced an unholy and parrioidal war on our common country, and you personally have been hostily engaged in erecting batteries against this fort, and last night in anchoring a floating battery within range of and menacing my command. You will therefore be pleased to notice that I shall act on the offensive whenever the interests and honor of my country [require it].

HARVEY BROWN,
Colonel.

Brigadier-General BRAXTON BRAGG,
Commanding Troops in Florida.

This brought an answer from General Bragg that the floating dock was not a battery, nor intended for hostile purposes, and things went on as before.

U. S. STEAM FRIGATE NIAGARA,
Off Pensacola, May 28, 1861.

SIR: * * * You will use all diligence to capture vessels with arms and munitions. It will also be your duty to capture any privateer or vessel you may meet on the high seas or in our waters depredating on our commerce or making hostile demonstrations toward the United States or any of its citizens. All vessels having on board arms, munitions, articles contraband, or which are of a suspicious character, or that claim to belong to or have authority from any government or pretended government not recognized by the United States. * * *

W. W. MCKEAN,
Captain, and Senior Officer Present.

Captain H. A. ADAMS,
Commanding Frigate Sabine.

U. S. S. NIAGARA,
Off Mobile, May 29, 1861.

SIR: * * * I learn that several vessels have been captured by privateers and sent into New Orleans, and one (that left Pensacola a short time since), with lumber, into Apalachicola. You will therefore capture all vessels you may meet with hoisting the secession flag or belonging to a secession State, and send them into the nearest port.

W. W. MCKEAN,
Captain, Senior Officer Present.

Captain H. A. ADAMS,
Commanding Frigate Sabine, off Pensacola.

The above are the first and only orders I received releasing me from my previous ones to act "strictly on the defensive," and to cooperate with Colonel Brown in whatever way he might wish for the protection of Fort Pickens. It will be seen by other papers how earnest Colonel Brown was in his desire that nothing should be done by the squadron which might be considered an act of hostility by the enemy, and bring on a collision before he was fully prepared for it.

HEADQUARTERS DEPARTMENT [OF] FLORIDA,
Fort Pickens, April 22, 1861.

CAPTAIN: Fearing that the safety of Forts Jefferson and Taylor may be put in jeopardy by recent political events, in virtue of authority vested in me by the President of the United States I respectfully request that you will place a vessel of war of your command at each of those forts, with orders to their respective commanders so to place the vessels as to afford security to the forts, and otherwise to render any assistance that may be necessary in any other manner to their respective commanders.

HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

This letter shows how far Colonel Brown considered himself authorized by the President's orders to dispose of the ships, and I did not question it, as it was undeniable.

HEADQUARTERS DEPARTMENT OF FLORIDA,
May 19, 1861.

CAPTAIN: * * * The enemy, besides Forts McRee and Barrancas, have as you know, batteries extending from the former place to

the navy yard, inclusive, designed for the double purpose of preventing your ships entering the harbor and of bombarding this work. I do not see that the ships can be of any essential assistance to us here in case of bombardment. I have force enough to defend this fort on every side on which it can be now attacked, and the only vulnerable point is the island, an attack on the land side. If the enemy can make a lodgment, and establish batteries so as to drive off the ships, he can then make regular approaches to the fort, and render our situation very precarious. If his force is, as represented, 8,000 or 10,000 men, I am not strong enough to prevent his making such a lodgment. Major Tower, chief engineer, considers such a movement to be not only possible, but one that will almost certainly occur. I do not agree with him in this view, feeling confident your forces can and will prevent it; but thinking that great deference is due to his opinion, I give you a brief statement on what he founds it. He thinks it is the move the enemy ought to make, and that he therefore will make it; that the dry or floating dock is to be floated over and grounded near the shore, so as (in connection with some other vessels) to be used as a battery for covering the landing and protecting the troops in making their lodgment; that the troops being landed some 3 or 4 miles off, and having established on the shore batteries to drive your ships off, will then advance by regular approaches, protected by their numerous batteries to the fort, until he can get sufficiently near to establish his breaching batteries. If he can do this we shall be entirely surrounded, and this place would probably fall. Now if, as I believe they can, the Navy will keep the island free from the enemy, it will fulfill all the duties of a belligerent nature that I desire now, and its services will be of the first importance. If, therefore, you will take the duty on you, and free me from such an attack, I shall consider you to have done me most valuable service. I need not say that so far as my ability goes you will receive my active cooperation. * * *

HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS, etc.

Confederate correspondence relative to the reenforcement of Fort Pickens.

[Telegram.]

PENSACOLA, April 5, 1861.

Dispatch of 3d received. We are prepared for defense. Should the agreement not to reenforce be violated may I attack? Answer immediately.

BRAXTON BRAGG.

Hon. L. P. WALKER,
Secretary of War.

[Telegram.]

WAR DEPARTMENT, *Montgomery, April 6, 1861.*

The Government at Washington have determined to reenforce Fort Pickens, and troops are now leaving for that purpose.

S. COOPER,
Adjutant and Inspector General.

Brigadier-General BRAXTON BRAGG.

[Telegram.]

MONTGOMERY, *April 12, 1861.*

Lieutenant Worden, of U. S. Navy, has gone to Pensacola with dispatches. Intercept them.

L. P. WALKER,
[*Secretary of War.*]

General BRAGG,
Pensacola.

[Telegram.]

BARRANCAS, *April 12, 1861.*

Mr. Worden had communicated with fleet before your dispatch received. Alarm guns have just fired at Fort Pickens. I fear the news is received and it will be reenforced before morning. It can not be prevented. Mr. Worden got off in cars before I knew of his landing. Major Chambers is in the cars. He will watch Mr. Worden's movements. If you deem it advisable, Mr. Worden can be stopped in Montgomery.

BRAXTON BRAGG,
Brigadier-General.

Hon. L. P. WALKER.

[Telegram.]

PENSACOLA, *April 13, 1861.*

Reenforcements thrown into Fort Pickens last night by small boats from the outside. The movement could not even be seen from our side, but was discovered by a small reconnoitering boat.

BRAXTON BRAGG,
Brigadier-General.

Hon. L. P. WALKER,
Secretary of War.

[Telegram.]

MONTGOMERY, *April 13, 1861.*

When you arrested Lieutenant Worden what instructions, if any, did he show you? Did he communicate to you that he had verbal instructions; and if so, what were they? He is here under arrest, and it is important for you to reply fully.

L. P. WALKER.

General BRAGG,
Pensacola.

[Telegram.]

PENSACOLA, *April 14, 1861.*

Captain Adams, commanding the fleet, writes on 13th, just received. Subsequently to the date of your last letter, as you are probably aware, reenforcements have been placed in Fort Pickens in obedience to orders from the U. S. Government. Lieutenant Worden must have given these orders in violation of his word. Captain Adams executed them in violation of our agreement.

BRAXTON BRAGG.

Hon. L. P. WALKER.

[Telegram.]

PENSACOLA, April 14, 1861.

Lieutenant Worden assured me he only had a verbal message of pacific nature. The reinforcement of Pickens was preceded by signal guns from there. What caused it I can not ascertain. Worden's message may have had no connection with the move. He was in Pensacola when the move was made. Five thousand men here now and 2,000 more coming. Subsistence, forage, and transportation should be hurried. You can now spare the supplies from Sumter, which is ours.

BRAXTON BRAGG,
Brigadier-General.

Hon. L. P. WALKER,
Secretary of War.

Letter from Lieutenant Worden, U. S. Navy, to the Secretary of War of the Confederate States, requesting the reason for his arrest.

MONTGOMERY, ALA., April 15, 1861.

SIR: Very unexpectedly I find myself a prisoner of war at this place. May I be permitted to request that you will do me the kindness to inform me of the grounds upon which I am so detained?

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, U. S. Navy.

Hon. L. P. WALKER,
Secretary of War, Montgomery.

Letter from the Adjutant and Inspector General, C. S. Army, to Brigadier-General Bragg, C. S. Army, commanding forces, Pensacola Harbor, regarding floating battery for Pensacola.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE,
Montgomery, April 16, 1861.

GENERAL: The Secretary of War urges upon you the importance of causing to be built a floating battery, unless you should have special objections to it. The one at Charleston performed admirably in enfilading Fort Sumter, and Captain Hamilton, who superintended its construction, can be sent down to Pensacola to superintend the one to be constructed there.

Very respectfully, your obedient servant,

S. COOPER,
Adjutant and Inspector General.

Brigadier-General BRAXTON BRAGG,
Commanding Forces, Pensacola Harbor, Warrington, Fla.

Letter from Lieutenant Worden, U. S. Navy, to the Secretary of War of the Confederate States, making statement regarding his visit, under orders of U. S. Navy Department, to Pensacola.

MONTGOMERY, April 16, 1861.

SIR: I have the honor to submit the following statement, in relation to my recent visit to Pensacola, to your attention:

I left Washington City on the morning of April 7 with a communication from the Secretary of the Navy to Captain Adams, of the U. S. ship *Sabine*, and was informed by the Secretary that I would have no

difficulty in making the communication to Captain Adams under the existing agreement. I arrived at Pensacola on the morning of the 11th instant, announced myself to Mr. LeBaron as an officer of the U. S. Navy, who sent an officer with me to General Bragg. I informed General Bragg that I had come from Washington, and desired to communicate with Captain Adams, of the *Sabine*. He wrote me a pass authorizing me to go to the *Sabine*, and upon handing it to me he asked if I had dispatches for Captain Adams. I replied that I had not written ones, but that I had a verbal communication to make to him from the Navy Department. I then asked him if I would be permitted to land on my return toward Washington. He replied that I would, provided Captain Adams or myself did nothing in violation of the agreement existing between them. I remarked that I knew nothing of the agreement he mentioned. I then left General Bragg and went to the navy yard, from whence I embarked for the *Wyandotte* about 4 o'clock p. m. On reaching her I was informed by her commander that he could not carry me out to the *Sabine* that night, in consequence of the strong wind and rough sea on the bar.

During that evening Lieutenant Slemmer, of Fort Pickens, came on board and I had a few moments' social conversation with him. I had no dispatches for him whatever, and I gave him no information as to the nature of the communication which I had to make to Captain Adams. Of course he knew, as did every officer on board, that I came from the Navy Department to communicate with Captain Adams. On the next morning, the 12th instant, while waiting for the sea to subside on the bar so that the *Wyandotte* could go out, one of the officers suggested that we should go on shore and take a look at Fort Pickens, to which I assented. We accordingly about 9 o'clock a. m. landed there and walked about the ramparts for half an hour and then returned on board. During my visit to the fort I did not see Lieutenant Slemmer, as he was asleep, and I did not desire to disturb him, as I had no object in seeing him except to pay him the proper visit of courtesy on going within the limits of his command.

At about 10:30 or 11 o'clock a. m. the *Wyandotte* went out of the harbor and put me on board the *Sabine* somewhere near 12 o'clock. I made my communication to Captain Adams and stated to him what General Bragg had said in relation to the agreement between them. He nevertheless gave me a written order to return to Washington as "special messenger," which order you have. Of course I proceeded to obey the order, and was landed by the *Wyandotte* at Pensacola about 5 o'clock p. m. I was told by Captain Adams that it was not necessary for me to see General Bragg on my return, and therefore I did not stop at his quarters.

I make this statement, ready with the solemnity of an oath to be confirmed. It is made not with regard to personal safety or of any consequences that might result to me personally, but purely in defense of my honor as an officer and a gentleman. Several officers in the Confederate service—among them I will mention Captain D. N. Ingraham and Surgeon W. F. Carrington—I think I can appeal to with confidence.

I respectfully submit this statement to the consideration of the honorable Secretary of War.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, U. S. Navy.

HON. L. P. WALKER,
Secretary of War, Montgomery.

[Telegram.]

PENSACOLA, *April 17, 1861.*

Another naval steamer arrived to-day. Colonel Harvey Brown and several hundred men landed. Colonel B. informs me he will hold himself on the defensive.

BRAXTON BRAGG.

Hon. L. P. WALKER.

[Telegram.]

MONTGOMERY, *April 19, 1861.*

Have just received your letter of the 18th instant.* You are mistaken about the fleet. It lies off Pensacola. Am willing to do anything necessary to defend Savannah and its approaches, but think you will concur in opinion that your suggestion is not now necessary. Pensacola and not Pulaski is the point. This is certain.

L. P. WALKER.

J. E. BROWN,
Milledgeville.

[Telegram.]

MONTGOMERY, *April 19, 1861.*

Send to Pensacola the workman who planned, and Captain Hamilton, who superintended, the construction of your floating battery. Hope you will do so at once. Mortars very much needed at Pensacola, and I hope you will send as many as possible, and without delay.

L. P. WALKER.

General BEAUREGARD,
Charleston.

[Telegram.]

NAVY DEPARTMENT, *April 15, 1861.*

Do not send *Water Witch* to sea without further instructions.

GIDEON WELLES,
Secretary of the Navy.

Captain S. F. DU PONT,
Commandant Navy Yard, Philadelphia.

Order of the Secretary of the Navy to Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch, to proceed to Fort Pickens, Fla.

NAVY DEPARTMENT, *April 16, 1861.*

SIR: You will proceed with the U. S. S. *Water Witch* under your command, with all practicable dispatch, to the vicinity of Fort Pickens, and on your arrival there report for duty to the senior commanding officer present.

* Not found.

The principal service of the *Water Witch* will be as a dispatch vessel. Arrangements have been made for securing as often as possible mail communication by way of Havana between the seat of Government and Key West. It is highly important to maintain it between Key West and Fort Pickens. You will therefore, under the direction of your senior commanding officer, make arrangements for frequent and regular trips with the *Water Witch* between those points, unless your senior commanding officer should deem it important and advisable to communicate with other points, so regulating your trips as to correspond with those of the mail steamers between Havana and New York.

The Department will keep a supply of coal at Key West in charge of the naval storekeeper. You will touch there on your way to Fort Pickens, communicate with the commanding officer at Fort Taylor, and take charge of any mail matter to be transmitted.

On reporting to the senior commanding officer off Fort Pickens you will furnish him with a copy of these instructions. You will communicate frequently with the Department, sending your communications direct when not in the presence of a senior.

Transmit to the Department before sailing a muster roll of the crew of the *Water Witch* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant WILLIAM RONCKENDORFF,
Commanding U. S. S. Water Witch, Philadelphia.

Report of commandant navy yard, Philadelphia, of departure of U. S. S. Water Witch.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, April 18, 1861.

SIR: I have the honor to inform you that the *Water Witch* proceeded to sea at 5 o'clock p. m. yesterday.

I have the honor to be, very respectfully, your obedient servant,
S. F. DU PONT,
Commandant.

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

Report of Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, of the arrival of that vessel at Havana, Cuba, from Indianola, Tex.

U. S. S. MOHAWK,
Havana, Cuba., April 19, 1861.

SIR: I have the honor to inform you that I arrived in this port yesterday morning direct from Indianola [Tex.], having only two days' water on board.

I found here the first lieutenant of the steamer *Crusader*, who had been sent over for the mail. He informed me that no provisions could be procured at Key West. The *Empire City*, with the troops on board, being here, I purchased from the U. S. Army Subsistence Department, Captain [A. R.] Eddy in charge, the provisions that we required, as

that was the only means that I had of obtaining them, giving the quartermaster a draft on the Navy Department for the amount [at] cost prices.

Our boilers started again to leak before reaching port. We are now repairing, and shall probably be able to leave here to-morrow for Key West, where I shall take in coal and leave for Indianola, should I receive no orders to the contrary after touching here again for the mail.

I am, sir, your obedient servant,

J. H. STRONG,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Captain Meigs, U. S. Army, to Colonel Brown, U. S. Army, commanding Department of Florida, offering suggestions as to disposition of troops at Fort Pickens.

U. S. TROOPSHIP ATLANTIC,
Off Santa Rosa, April 20, 1861.

DEAR COLONEL: If my estimate is correct you have now about 690 men inside Fort Pickens. The *Illinois* is here with two companies, say 168. The *St. Louis* has gone to order up two companies of infantry from Key West, say 154. You have, then, here 858; coming up, 154; total, 1,012. The *Sabine's* crew is 450; *Powhatan*, 300; *Brooklyn*, 300; *Wyandotte*, 75; total, 1,125. Crew of the *St. Louis*, 250; *Crusader*, 100; *Minnesota*, 600; total, 950. Total force to be concentrated about Fort Pickens subject to your orders, 3,087.

The soldiers will have six months' supplies as soon as the *Illinois* is discharged. Now what to do with them. I agree with you in regard to the great importance of avoiding everything that will bring on a collision as long as possible. The policy of the Government I understand to be to hold, occupy, and possess what we now have, and not to produce collision if it can be avoided; in no case to fire the first hostile gun. The attack upon Fort Pickens must be made by bombardment or cannonade. I believe that it is impossible to land a force upon this island in face of the batteries of the *Powhatan*, *Brooklyn*, and *Wyandotte*, properly placed, without exposing it to sudden and swift destruction. If your men and means are all concentrated in Fort Pickens, every shell which enters the fort will tell a tale of destruction. To concentrate all these appears to me to be like putting the depot of a besieging army in the ricochet and breaching batteries. I think that the true mode of treating [it] is that which regulates the advance batteries of a siege.

The sand hills of Santa Rosa afford good, well-protected bayous or approaches, along which material, men, horses, and artillery can be moved, properly protected from all direct and enfilading fire by works of very small extent, needed only to close a few gaps and to cut through a few ridges. An approach should be constructed across the open space at the foot of the glacis, and I think that a gallery through the glacis into the ditch may be advisable. I think that a gateway might be cut with advantage through the south entrance. I save the hauling of material and the hoisting of gun carriages over the ramparts. This gate, too, not being exposed to the direct fire of the opposing batteries, will not tempt an insubordinate, undisciplined volunteer to fire the shot which will open the war.

The three 10-inch mortars brought from Key West and some other pieces of artillery I think might be well placed in battery outside the fort. The division of these batteries will divide the enemy's fire, and thus lessen its destructive effect. The mortars, being reserved to throw out light and fire balls from the fort, may be placed behind one of the sand ridges in position to bombard the navy yard and its batteries. Here the mortar battery would be protected by the guns of Pickens. The light battery and a large portion, say two-thirds, of the garrison I think should be placed in an intrenched camp, in the woods where the horses landed. Here they could be without the range of the batteries on the mainland. They would occupy then 5 miles of the island. A plank road, with natural epaulement on east side, would afford plenty of communication. This communication would be protected by the guns of the fleet, which should be moved in position, and which could destroy any enemy attempting to cut it off.

Vedettes and sentinels upon the ridge could keep up constant communication between the fort and the intrenched camp. Captain Barry will undertake it, as a boat expedition shall land in face of his guns. The working party and guard, detailed for twenty-four hours' duty, should be kept in the fort to protect the provisions and ammunition there deposited, to work the guns and repel a sudden assault, should the enemy be rash enough to undertake one. The troops in camp and in fort would be healthy, not exposed to fire or too hard worked, and I think that all would be more cheerful, more comfortable, and more safe. The present crowded condition of the fort will, if it continues, bring on disease that in even a not crowded place will be destructive.

I have thrown these ideas, the fruit of much reflection upon this subject, together, colonel, for your consideration, and hope they will prove worthy of your approval and adoption. Upon you rests, of course, the responsibility which accompanies command, and I defer to your greater experience, rank, and responsibility, merely offering that advice which commends itself to my judgment.

I am, very truly, your friend and servant,

M. C. MEIGS,
Captain of Engineers.

Colonel H. BROWN,
Commanding Department of Florida.

[P. S.]—You know that tents for 1,000 men should be on the *Illinois*; that 10,000 yards of canvas afford means to cover the horses from sun and insects, and that ample stores of lumber, ordnance, provisions, etc., are here or on their way.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present on the Pen-sacola, requesting use of a small boat.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 20, 1861.

CAPTAIN: As nothing was said to Lieutenant Murdaugh of the kind of boat, I would suggest that a fast-rowing gig or barge would be best, as I do not propose resistance to force, but to intercept any spies hanging around and to be able to have reports speedily sent me.

If you will permit, I will send one of my officers in the boat, unless you can furnish this detail from yours, which I should greatly prefer, as the duties of mine just now are hard.

I am, captain, very respectfully, your obedient servant,
 HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Captain Meigs, U. S. Army, to Colonel Brown, U. S. Army, commanding Department of Florida, suggesting means of defense at Key West and Tortugas.

U. S. TROOPSHIP ATLANTIC,
Santa Rosa, April 22, 1861.

DEAR SIR: If the news sent to Major Hunt by Colonel Bragg be correct as reported to me by Captain Porter, it becomes necessary to look for means to guard your communications and the most important posts of Key West and Tortugas against a naval enterprise. If the State of Virginia has really rebelled and surprised the Gosport [Norfolk] navy yard, she has some good vessels, and she will very soon have officers to fight them, as Virginians will follow the fortunes of their native State. I do not think, then, that the two companies ordered up from Key West should now be withdrawn from that place. I think that the *Sabine* and *St. Louis*, unless here, should go, one to Key West and one to Tortugas, and be moored in position to aid in the occupation and defense of these harbors. The letter of the President of 1st April, which you bear and which Captain Adams has seen, gives you full and ample authority to call upon him to make this disposition of his ships.

The expedition under your command embraces the coast and islands of Florida in its scope, and your attention was particularly called to the "even greater importance" of Forts Taylor and Jefferson than of Fort Pickens. The value of all these posts is greatly increased if the news referred to be correct. I would call upon Captain Adams, in virtue of the authority in you vested by the President, to "cooperate" by sending these ships to Key West and Tortugas. The *Crusader* will be very useful here, the sailing ships there. Here you need steamers; and sailing ships, except as depots, are useless. From his present position it would take Captain Adams half a day in good weather to bring his guns into play, and in bad weather he could not move at all.

The team road should be extended up the island to the landing. The sailors are hard worked and should be spared rowing. The plank between the gate and dock would make the road. Now less than ever would I put this precious material on the *Atlantic* and *Illinois*, at peril of destruction by a rough, drunken volunteer's shot.

If one of these ships is struck by such a shot, apologies will not restore her. Too little work was done yesterday on ship and shore.

I enclose a copy of your letter of the 17th instant to me, which I handed to Captain Porter endorsed, as you will see. By this I succeeded in stopping him.

I am, very truly and respectfully, your obedient servant,
 M. C. MEIGS,
Captain, Engineers, Chief Engineer.

Colonel H. BROWN,
Commanding Military Department of Florida, Fort Pickens.

P. S.—This ship, if properly supplied with boats, can sail by 1 p. m. to-day.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of the arrival at that place of the U. S. S. Powhatan, Lieutenant Porter, U. S. Navy, commanding.

U. S. FRIGATE SABINE,
Off Pensacola, April 22, 1861.

SIR: I have the honor to inform you of the arrival of the *Powhatan* at this place on the 17th instant. Her men and boats have since been usefully employed with those of the other ships in landing military stores for Fort Pickens.

I regret to inform you that the scurvy has broken out on board the *Sabine*, and in the opinion of the surgeon is likely to spread. She ought to go immediately to some place where fresh meat and vegetables for the crew can be had. Since Fort Pickens has been reenforced and no difficulty now exists in getting supplies to it, and the *Brooklyn*, *Powhatan*, and *Wyandotte* are here, I think her longer presence may be dispensed with, and I beg your orders on the subject.

Lieutenant Murdaugh has sent in his resignation. This will reduce the number of lieutenants to three, a number far too small to keep the ship and crew in order.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, requesting the presence of vessels at Forts Jefferson and Taylor, Fla.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 22, 1861.

CAPTAIN: Fearing that the safety of Forts Jefferson and Taylor may be put in jeopardy by recent political events, in virtue of authority vested in me by the President of the United States I respectfully request that you will place a vessel of war of your command at each of those forts, with orders to their respective commanders to so place their vessels as to afford security to the forts, and otherwise to render any assistance that may be necessary in any other manner to their respective commanders.

I am, captain, respectfully, your most obedient servant,

HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, requesting conference and cooperation.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 22, 1861.

CAPTAIN: The news we have just received that Virginia has seceded and the Gosport [Norfolk] navy yard taken, if true, is highly important

to us, and renders precautionary measures for the protection of Tortugas and Key West necessary, and I wish very much to confer with you on the subject at as early a moment as possible.

I will, if you will send me a boat, wait on you, but as my time is constantly employed and my presence almost indispensable here, if you would come to me I will thank you.

Work presses on me so much, and I have so great a quantity of valuable property scattered on the beach, that I have to solicit 100 marines or sailors for two or three days to bring the stores from the beach to the fort.

I am, captain, very respectfully, your obedient servant,
 HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding cooperation with the Army for the defense of Key West and Tortugas.

U. S. FRIGATE SABINE,
Off Pensacola, April 22, 1861.

SIR: I have the honor to inform you that, agreeably to a request from Colonel Brown, I have ordered the *Crusader* to remain at Key West and the *St. Louis* to proceed to the Tortugas and remain there to cooperate in the defense of the fortifications if it should be necessary. She will remain there until further orders, or until she is relieved.

Very respectfully, your obedient servant,
 H. A. ADAMS,
Captain, Senior Officer Present.

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

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding landing of stores.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 22, 1861.

CAPTAIN: Our labors in unloading the steamer will be much facilitated if the *Wyandotte* will tow the boats to and from the ship. If she would take them all in tow and come as near the fort as she can, and then anchor and await their return and tow them back, and continue to do this, we can have the stores landed, with much less labor than now, close to the fort and can get along with much greater ease and rapidity.

I respectfully request that you will have the goodness to give orders to this effect to the commander of the *Wyandotte*.

I am, captain, respectfully, your most obedient servant,
 HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces.

Report of Colonel Brown, U. S. Army, commanding Department of Florida, regarding steps taken for protection of Key West and Tortugas.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 22, 1861.

COLONEL: Since writing my dispatches I have seen newspaper extracts announcing the secession of Virginia, the taking Fort Sumter and Gosport [Norfolk] navy yard. Should this news be true, the security of Key West and Tortugas might be jeopardized. I have therefore countermanded my order for bringing two companies from Key West here, and I shall urge Captain Adams to keep a ship at Tortugas and one at Key West in position to protect the works at these places.

I am, colonel, very respectfully, your obedient servant,
HARVEY BROWN,
Colonel, Commanding.

Lieutenant-Colonel E. D. KEYES,
Secretary to the General in Chief, Washington, D. C.

Order of Captain Adams, U. S. Navy, senior officer present off Pensacola, to Commander Gibson, U. S. Navy, commanding U. S. ship St. Louis, to proceed with that vessel to Tortugas.

U. S. FRIGATE SABINE,
Off Pensacola, April 22, 1861.

SIR: On the receipt of this you will proceed to the Tortugas with the *St. Louis*, and place the ship in the most suitable position to assist in repelling any attack upon the fortifications. You will consult with the officer of the Army on this point, and remain there until you are relieved or receive further orders.

Very respectfully, your obedient servant,
H. A. ADAMS,
Captain, Senior Officer Present.

Commander ALEXANDER GIBSON,
Commanding U. S. Ship St. Louis, off Key West.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding suspicious movements of vessels in Pensacola Harbor.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 23, 1861.

CAPTAIN: A small steamer has been plying about the inside close to the land all the afternoon, and he landed some of his men about 3 miles from here, and continued there after night, and this evening another steamer is reported as having gone there. I have ordered a company to the spot, and if you will send some of your boats they will probably return.

I am, captain, very respectfully, your obedient servant,
HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Report of Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, of proposed departure from Key West for Pensacola.

U. S. S. MOHAWK,
Key West, Fla., April 25, 1861.

SIR: I have the honor to inform you that I have this moment received by the steamer *Baltic* orders from Captain Adams, of the U. S. frigate *Sabine*, to proceed immediately to Pensacola.

As soon as our repairs are finished and we can take in coal I shall proceed to obey the order.

The steamer *Baltic* leaves here immediately for Havana and the United States.

I am, sir, respectfully, your obedient servant,

J. H. STRONG,
Lieutenant, Commanding.

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

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola.

HEADQUARTERS,
Fort Pickens, April 25, 1861.

CAPTAIN: I have very important, though unofficial, news, about which I would like to confer with you, if you will do me the favor to come on shore to-morrow morning.

I am, very respectfully, captain, your most obedient servant,

HARVEY BROWN,
Brevet Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

General order from Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding cooperation for the defense of Fort Pickens, Fla.

ORDER.]

U. S. FRIGATE SABINE,
Off Pensacola, April 26, 1861.

Colonel Brown thinks it probable that an attempt may be made by General Bragg to land forces on Santa Rosa Island with a view of making approaches by land against Fort Pickens, in which case he asks the cooperation of the squadron to prevent it. You will therefore have as many men ready to land as can be spared with safety to your ship. The signal of danger will be two rockets thrown up from the fort, which are to be answered by the ships. On seeing this signal you will immediately have your boats manned and armed for service. A detachment of soldiers will leave the fort at the same time, and march along the beach on the sea side toward the ships, displaying two red lights. They will form near the beach, opposite the ships, to cover the landing of the seamen. Their position being known by the red lights, the boats will land as near them as possible, and the men formed to unite with the soldiers in executing whatever orders are given by the commanding officer.

H. A. ADAMS,
Captain, U. S. Navy, Senior Officer Present.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, urging immediate shipment of coal and supplies to Key West.

U. S. S. CRUSADER,
Havana, April 26, 1861.

SIR: I have the honor to report that I have come to this place by the request of Major W. H. French, commanding U. S. troops at Key West, who has sent the quartermaster to purchase mules for the Government, which I will take to Key West in the *Crusader*.

I call your attention to the necessity for immediately shipping coal to Key West; the supply there will soon be exhausted by the squadron. It will also be advisable to forward provisions to Key West without delay, as the stores on hand were all taken by the steamer *Brooklyn*.

I am, respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

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

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, regarding impaired condition of the boiler of that vessel.

U. S. S. CRUSADER,
Key West, April 26, 1861.

SIR: I have the honor to report that the boiler of this ship has become so thin and defective that the efficiency of the vessel is entirely impaired.

I can at no time depend on the ship for active service, and at this critical juncture I am much worried by the constant leaky condition of the boiler. I enclose the report of the engineer, and would urgently recommend that a boiler be at once ordered for this ship.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

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

Report of Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch, of the arrival of that vessel at Key West.

U. S. S. WATER WITCH,
Off Key West, Fla., April 26, 1861.

SIR: I have the honor to inform the Department of my arrival at this place yesterday [at] 7 p. m., making the passage from the Delaware Breakwater in six days and ten hours. All well on board.

I find the *Mohawk* and sloop *St. Louis* at anchor here, the former coaling to leave at meridian for Fort Pickens.

The steamer *Crusader* spoke me off the harbor. She, I learn, is bound to Havana. The *Mohawk* will take what mail I have for Fort

Pickens. I shall remain till Sunday, 28th instant, for the return of the *Crusader* and take whatever mail matter she may have for my destination.

I have the honor to be, very respectfully, your obedient servant,
 WM. RONCKENDORFF,
Lieutenant, Commanding.

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

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, advising detention of vessels carrying contraband of war.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 27, 1861.

CAPTAIN: I received yesterday the lanterns and your order,* for which I am much obliged.

We are sadly deficient in 8-inch shells for our seacoast howitzers to act against the navy yard. I am told that you have some; if so, and you can spare me a part of them, it will greatly relieve me. I am also told that the *Brooklyn* has an abundance of 9-inch shell guns. I would submit to your consideration the expediency of establishing with three of these guns a naval battery near the fort, to be exclusively manned and fought by the Navy. Your cooperation in this manner would be of the most essential importance, and the Navy associated with the Army in the defense of this fort would cause a generous emulation between the two services, productive of the best and most generous feeling.

I am told that a vessel is now on her way from Charleston to this place, loaded with an Armstrong gun, ammunition, and projectiles. It is of vital importance to us that such a gun should not be used against us, and I can not but think that with the information we now have of the actual commencement of hostilities you will be fully warranted in detaining her or any other vessel having articles contraband of war. Will you permit me to suggest whether your not doing so may not be viewed unfavorably at home.

I would not under existing circumstances propose capturing vessels containing articles contraband of war, but only that entrance to the harbor shall be prohibited to them.

I am, captain, very respectfully, your most obedient servant,
 HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Captain Adams, U. S. Navy, senior officer present off Pensacola, to Colonel Brown, U. S. Army, commanding Department of Florida, regarding establishment of a shore battery.

U. S. FRIGATE SABINE,
Off Pensacola, April 28, 1861.

SIR: I fully concur with you in the propriety of preventing munitions of war from being carried into Pensacola, and have given the necessary

* See p. 146.

orders to that effect. The establishment of a naval battery on shore seems to me at this time almost impracticable. Our men are exhausted by hard work, which is still accumulating, and diminished by sickness and detachments. The remainder are necessary for the care and defense of the ships and for landing parties to cooperate with you. Officers we have none. I am hourly looking for the arrival of Flag-Officer Stringham, to whom I will refer your proposal immediately. He will have a fresh crew and officers to spare. In the meantime I would suggest that a place for the battery be selected and prepared for the guns by laying platforms, etc. They are very heavy and will require solid foundations. Will not the guns of the *Brooklyn* do quite as efficient service on board as they would on shore to prevent in the manner we discussed the other day the approach to the fort by Santa Rosa? In case of necessity she can get much nearer the beach than she now is.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

Colonel H. BROWN,
Commanding Department of Florida, Fort Pickens.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding erection of shore batteries.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 28, 1861.

CAPTAIN: I am aware of the full force of your reasons for not wishing to man a battery ashore; I acquiesce in your decision. I intended, as you suggest, to erect the batteries at any event, in the hope of getting guns of our own with which to arm it.

The *Brooklyn's* guns will do us good service in keeping the island from being infested, but not in bettering the navy yard if we are attacked.

I am, captain, respectfully, your obedient servant,

HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, to Colonel Brown, U. S. Army, commanding Department of Florida, regarding a Confederate spy.

U. S. STEAM SLOOP POWHATAN, *April 28, 1861.*

DEAR SIR: The enclosed letter* will give you a pretty good idea of our "spy." He tore it up and threw the pieces into a spit box. I had them collected and put together. All his movements are watched. He wrote another yesterday, which I shall get hold of before long. Please save the enclosed for me. I shall probably be pulling about the channel and harbor to-night or to-morrow night. Will you direct your

* See Army War Records, Series I, Vol. I, p. 403.

guard boat to keep clear of me? I shall be in a black double-banked boat, and the enemy have none such. If the guard boat gets close to us, the watchword is "Bragg."

A little pilot-boat schooner chartered by the Army arrived here yesterday. She would be a great acquisition to us for certain purposes, while here doing nothing. I am to act as guard ship hereafter and prevent the inside people from receiving munitions of war. The schooner would be a great assistance in enabling me to cut off fast sailing vessels. If you have the authority, do you not think that it would be well to keep her here? I will mount a rifle gun on her. Captain Adams has appointed the *Wyandotte* to assist me, but she draws 15 feet of water, and could not chase those fellows over the shoal spots, and her machinery is defective. I could do more with the schooner, particularly with a breeze.

I am, very truly and respectfully, yours,

D. D. PORTER,
Lieutenant, Commanding.

Colonel HARVEY BROWN,
Commanding Fort Pickens, Fla.

Letter from Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, to Captain Adams, U. S. Navy, regarding a pilot boat.

[U. S. S.] POWHATAN, *April 28, 1861.*

DEAR SIR: I suggested to Colonel Brown that the little pilot boat would be of service to us out here in helping to overhaul vessels that would run into shoal water and escape the *Wyandotte*; he sent me word that she is at your service. Will you permit me to use her as I propose? I can get her alongside of a vessel while the *Wyandotte* is getting up steam.

Very respectfully, etc.,

DAVID D. PORTER,
Lieutenant, Commanding.

Captain H. A. ADAMS,
Commanding Officer, etc.

Report of Commander Gibson, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Key West from Pensacola.

U. S. SHIP ST. LOUIS,
Off Key West, Fla., April 28, 1861.

SIR: I have the honor to report that this ship arrived here on the 25th instant from Pensacola and that she is now under orders from Captain Adams, the senior officer of the Home Squadron, to proceed to Tortugas, to remain there until further orders.

I shall leave here the very moment I can fill the ship with the necessary water and provisions for the Tortugas.

I would respectfully represent that there are two men on board this ship whose term of service has expired over three months, one of them over five months; these men have asked for their discharge, the ship being in an American port, and on the ground that they did not ship

for war service. These men are both foreigners. I would also represent that there are five men whose term of service will expire in May and June, and that the time of the remainder of the old crew of the ship will expire in July and August. I am, sir, somewhat at a loss how to act in this matter; the law only justifies us in detaining men in our own ports for thirty days after the expiration of their term of service, and if I should commence, in obedience to that law, to discharge the men as their term of service expires I should disable the ship. I have concluded to keep these men whose term of service has expired until sufficient time elapses to enable me to hear from you and to obtain your directions on the subject.

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

ALEX. GIBSON,
Commander.

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

[P. S.]—In addition to the foregoing I would most respectfully state that as far as the officers of this ship are concerned they are, one and all, heart and soul devoted to the cause of the Government, and are ready to make any sacrifice which the furtherance of that cause may call for. Under other circumstances I should hardly have deemed it necessary to state that officers are now ready and willing to do their duty, but in the present state of affairs and great uncertainty that exists as to those who are loyal and faithful to their allegiance I deem that it is not uncalled for.

I most respectfully request that I may hereafter be considered and registered as a citizen of New York.

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

ALEX. GIBSON,
Commander.

[Endorsement.]

It is not advisable to discharge the men at remote points when hostilities exist against the flag; but as soon as circumstances permit they should be placed on board some returning vessel after the expiration of service.

G. W.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding ammunition.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 30, 1861.

CAPTAIN: In my letter of the 26th [27th] I requested to know whether you had any 8-inch howitzer shells that you could spare, as we are much in want of some. You do not notice this request in your answer, having probably overlooked it. Will you now be so good as to inform me; and if you can furnish any, how many? I wish to know before the sailing of the *Illinois*, that I may make the necessary requisitions for what I can not get here.

It is reported to me by the officer in charge on the beach that the coxswains and crews of some of the boats yesterday were negligent and insubordinate, staying a long time on the beach, and in two instances entirely leaving the boats, regardless of the positive orders of the officer.

I have placed a sentinel and a barrel of water on the beach with orders prohibiting the crews leaving it, but an officer of the Navy detailed for this duty, whom the sailors would obey, would very much facilitate our work.

I am, captain, respectfully, your obedient servant,

HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces.

Letter from Commander Meade, U. S. Navy, to the Secretary of the Navy, making suggestions for the blockade of the coast of Texas and requesting appointment to active service.

NEW YORK, April 30, 1861.

SIR: I have the honor to press upon your attention the fitting out of a steam propeller tug, to draw, when loaded, between 9 and 10 feet, and to carry sufficient armament; the tug to be very fast, with a view to service between New Orleans and Texas; to have a complement of officers and men to serve as prize crews in certain captures, which can and will assuredly be made. The great aim to be to interrupt the enemy's communications, keep open our own, drive from these waters every hostile bottom, threaten all points, attack and break up all trade in rivers, inlets, harbors, and their approaches from Key West around to the Rio Grande, at the same time [to] protect loyal citizens, convoy, tow, and be generally useful.

There is at present a certain locality where there is a large trade carried on with impunity, viz, the Opelousas road to Berwick Bay, that carries all the supplies that Texas now requires, such as war implements, stores, and provisions. These could be readily stopped by such a tug as I respectfully suggest, and thus put an end to and destroy so lucrative and dangerous a trade carried on by the enemy.

So long as these ports are open the Government can not cripple the resources of Texas materially, as requisite. I beg to offer my services for this command, should it be the pleasure of the Department. I respectfully refer the Department for further particulars to Master Edward M. Keige, bearer of this communication.

Captain Keige's character as a seaman and a gentleman, extensively known, will not suffer by comparison with any other shipmaster, as eminently qualified to command any steamship or other vessel. I hope the Department will assign him to my command as acting master, and that I may be allowed four master's mates, competent to take charge of prizes. Captain Keige has commanded for over six years on the coast of Texas and Florida, is intimate with those inland bahias and shoals running out to the westward of Ship Island from 5 to 7 leagues from the land, around the Sabine Pass, where there are channels between which you can get from 2½ to 5 fathoms, and it is between these channels that the Berwick Bay and Texas steamers pass. It is here, where no surveys have yet been made by the Government of our coast to the westward of Shell Keys light, that the utility of such a steam tug [as is] herewith suggested will be prominently manifested.

There are now three of the finest steamships belonging to New Orleans running from Berwick Bay to Texas, two of which (iron steamers) are loaded with freight and passengers, from New Orleans and back four times a week. They ply with impunity and without suspicion that Government can molest them. I feel safe in saying that with this

steam tug I could certainly capture two of these ships. I would respectfully beg to refer the Government to my communication of the 7th of February, applying for active service.

Captain Keige, bearer of this communication, will demonstrate the valuable service to be rendered and name the proper and available vessel that can be at once chartered for this duty, should it be the pleasure of the Government to honor my suggestion.

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

R. W. MEADE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding detention of vessels suspected of carrying munitions of war.

U. S. FRIGATE SABINE,
Off Pensacola, May 1, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 13th ultimo, acquainting me that money for the squadron would come out by the *Water Witch* and *Minnesota*.

The *Mohawk* arrived here yesterday from Key West, in obedience to an order from me. She left the *Water Witch* at Key West waiting for the next mail, and sailed to-day for the coast of Texas to carry out her original orders, after which she will return here. Having heard that an Armstrong gun was to be shipped from Charleston for Pensacola, I cause every vessel bound into the harbor to be brought to and examined, with orders to detain any that may have munitions of war on board. Colonel Brown has given me the use of the pilot boat *Oriental* for this purpose. I hope this step will meet the approbation of the Department. I must beg leave respectfully to call your attention to the circumstances of this ship's company. They are getting very much discontented at the length of the cruise. The scurvy is increasing among them and they have had no fresh meat for more than three months. The term of service of about seventy has expired, or will expire in the course of the month, and after that the time of a majority will soon be out. All wish to be discharged. The extra pay they don't care for. They want to get home, and if they do so now the country can have the services of three-fourths of them again in a month. By that time they will have recovered their health and spirits, seen their friends, spent their money, and be ready to ship again. It will be very desirable to get men as well drilled and taught as they are on board ships just starting on a cruise. I hope this may receive the favorable consideration of the Department. The crew is a good one and has served faithfully through a cruise which has been long and unpleasant. Since they came on board in 1858 they have had liberty on shore but once for twenty-four hours. Sailing ships are unsuited for the kind of service required on this coast; steamers only will answer. I take the liberty to suggest also that the *Brooklyn* should be called home for repairs. Her engines and boilers are getting in bad condition from long use and the necessity of keeping the fires constantly up.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Report of Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Wyandotte.

U. S. S. WYANDOTTE,
Off Fort Pickens, Pensacola, May 2, 1861.

SIR: In compliance with the order dated Navy Department, April 8, 1861, addressed to myself, I have assumed the command of this vessel on this day.

Very respectfully, your obedient servant,

AUG. S. BALDWIN,
Lieutenant, Commanding.

HON. G. WELLES.

Report of Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch.

U. S. S. WATER WITCH,
Off Fort Pickens, Fla., May 2, 1861.

SIR: I have the honor to report my arrival here sixty-six hours from Key West. All well.

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

WM. RONCKENDORFF,
Lieutenant, Commanding.

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

Letter from P. Phillips, esq., to the Secretary of the Navy, making enquiry regarding status of the blockade.

WASHINGTON, May 2, 1861.

SIR: Referring to the conversation I had the honor to hold with you this morning, I have now to inform you that under date 24th April Messrs. D. Solomon & Co., of Philadelphia, write that their agents at Mobile have shipped on board of the British ship *James Yeo*, now at that port, for Liverpool, 250 bales of cotton. They inform me that many other parties are in the same condition, and are all anxious to learn the views of the Government as to the effect of the blockade which it has proclaimed.

I presume it is too well settled, at least in this country, where the most liberal views have been maintained, that as to neutrals the blockade dates from the time when it exists in point of fact, to wit, when there is a power present to enforce it, and that it does not debar a neutral found in port when it was instituted, or prevent egress with a cargo bona fide purchased and laden before its commencement.

It is as clearly the interest of the Government as that of the shippers that whatever construction may be given should be at once made public. I therefore, in behalf of my clients, respectfully request to be informed at your earliest leisure whether any instructions on this head have been given to the blockading squadron, or that I may have such other information as would authorize me to give satisfactory assurance.

With respect, your obedient servant,

P. PHILLIPS.

HON. GIDEON WELLES,
Secretary Navy.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding disposition of vessels and officers of his command.

U. S. FRIGATE SABINE,
Off Pensacola, May 3, 1861.

SIR: I have the honor to inform you of the arrival of the *Water Witch* yesterday from Key West. Owing to the nonarrival of the New York steamer at Havana in time, she brought no later intelligence from the United States than had previously been received by the *Mohawk*. The *Water Witch* will be immediately employed in carrying out your instructions regarding the mail between this place and Key West. For the sake of expedition I may sometimes judge it best to send her direct to Havana. The steamer *Philadelphia* arrived this morning with military stores. The boats of the squadron are now engaged in landing them. The *Illinois* was discharged and sailed yesterday. The following changes have been made in the distribution of officers to the ships: Lieutenant Commanding Baldwin and Lieutenants Stillwell and Fitch have joined the *Wyandotte*; Lieutenant Williamson has returned to the *Brooklyn*; Lieutenant Murdaugh, whose resignation I lately forwarded, I have ordered to the *Supply*; Lieutenant Jones, of the *St. Louis*, to the *Supply*; Lieutenants Maxwell and Hopkins from the *Supply* to the *Sabine*. I hope to get the *Supply* off in about a week.

The *Water Witch* sails to-day for Tortugas, carrying an Army officer who is to bring down some military stores in her. She will go to Havana and Key West for the mail and to make arrangements for its speedy conveyance in future.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, to proceed to blockade duty in the Gulf of Mexico.

Confidential.]

NAVY DEPARTMENT, May 4, 1861.

SIR: A dispatch* was sent to you to New York on the 2d to proceed and institute a blockade at Charleston. This morning, however, a communication was received from the Secretary of State enclosing a letter, of which I send you a copy, containing information so important that I deem it necessary to order the *Niagara* at once to the Gulf. It is, moreover, as essential that an immediate and actual blockade of New Orleans and Mobile should take place as of Charleston.

You will therefore on the receipt of this proceed to the Gulf and take measures for instituting and carrying into effect a rigid blockade of the Mississippi, and such other ports, especially Mobile, as the force under your command will admit, and in connection therewith use all diligence to capture the vessels with arms and munitions on board.

Herewith you will receive a copy of the President's proclamation ordering a blockade. This on your arrival out you will proceed to carry into effect, giving public notice thereof in the best manner you can, allowing no vessels to obtain ingress into the port or river block-

*See p. 367.

aded. Neutrals will be allowed fifteen days to leave, with or without cargo. No neutral vessel proceeding toward the entrance of a blockaded port should be captured or detained if she shall not have previously received from one of the blockading squadron a specific notification of the existence of the blockade. This notification should be inserted in writing on the muster roll of the neutral vessel by the cruiser which meets her, and it should contain the announcement, together with a statement of the day and the latitude in which it was made.

At present there are, mostly at Pensacola and Key West, the steamers *Brooklyn*, *Powhatan*, *Wyandotte*, *Crusader*, and *Mohawk*, and sailing vessels *Sabine*, *St. Louis*, and *Supply*.

I trust we may get the blockade systematized and in vigorous prosecution forthwith.

Let us hear from you frequently and fully in regard to all matters, and especially as to the wants of the squadron.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,
Secretary Navy.

Captain W. W. MCKEAN,
Commanding U. S. S. Niagara.

[Enclosures.]

NEW YORK, *May 3, 1861.*

SIR: The Blockading Squadron should know that from positive information, we learn that a heavy shipment of arms is now expected at the ports of Mobile and New Orleans from Belgium, ordered in behalf of the States of Mississippi, Alabama, Louisiana, and Georgia.

They are not yet received, but are hourly expected and are anxiously waited for by the Montgomery Government.

There are 50,000 stand in the contract alluded to. This information is positive and unequivocal. * * *

S. DRAPER.

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

By the President of the United States of America.—A Proclamation.

Whereas an insurrection against the Government of the United States has broken out in the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas, and the laws of the United States for the collection of the revenue can not be effectually executed therein, conformably to that provision of the Constitution which requires duties to be uniform throughout the United States; and

Whereas a combination of persons engaged in such insurrection have threatened to grant pretended letters of marque to authorize the bearers thereof to commit assaults on the lives, vessels, and property of good citizens of the country lawfully engaged in commerce on the high seas and in waters of the United States; and

Whereas an Executive proclamation has been already issued requiring the persons engaged in these disorderly proceedings to desist therefrom, calling out a militia force for the purpose of repressing the same, and convening Congress in extraordinary session to deliberate and determine thereon:

Now, therefore, I, Abraham Lincoln, President of the United States, with a view to the same purposes before mentioned, and to the protec-

tion of the public peace and the lives and property of quiet and orderly citizens pursuing their lawful occupations until Congress shall have assembled and deliberated on the said unlawful proceedings, or until the same shall have ceased, have further deemed it advisable to set on foot a blockade of the ports within the States aforesaid, in pursuance of the laws of the United States and of the law of nations in such case provided. For this purpose a competent force will be posted so as to prevent entrance and exit of vessels from the ports aforesaid. If, therefore, with a view to violate such blockade a vessel shall approach or shall attempt to leave either of the said ports, she will be duly warned by the commander of one of the blockading vessels, who will endorse on her register the fact and date of such warning, and if the same vessel shall again attempt to enter or leave the blockaded port she will be captured and sent to the nearest convenient port for such proceedings against her and her cargo as prize as may be deemed advisable.

And I hereby proclaim and declare that if any person, under the pretended authority of the said States, or under any other pretense, shall molest a vessel of the United States, or the persons or cargo on board of her, such person will be held amenable to the laws of the United States for the prevention and punishment of piracy.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this nineteenth day of April, in the [L. S.] year of our Lord one thousand eight hundred and sixty-one, and of the Independence of the United States the eighty-fifth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

Report of Lieutenant Frailey, U. S. Navy, commanding U. S. bark Release of the cruise of that vessel from New York to Fort Pickens.

U. S. STOREBARK RELEASE,
Off Fort Pickens, May 4, 1861.

SIR: In compliance with your instructions of the 27th March, 1861, I had the honor to inform you of my sailing from New York on the 5th instant [ultimo], and now beg leave to report the arrival of this ship off this anchorage to-day after a rather lengthy passage of twenty-nine days.

On the night of the 14th April, in nine and a half days from Sandy Hook, I passed Abaco light and on-through North West Providence Channel with a fresh easterly wind, with a fond hope of being able to pass through [the] Straits of Florida to the southward and thereby make a quick run to my destination. In this expectation I was, however, sadly disappointed, as on reaching the neighborhood of the Moselle Shoal [Bank], some few miles south of the Great Isaac light-house, the wind shifted to the southward and with a falling barometer forced me into the Gulf Stream. An effort was then made to run in on the bank and anchor, but in a very short time afterwards the wind freshened and blew in squalls accompanied by heavy rain, thunder, and lightning, and the current drifting me rapidly to the northward, induced me to bear up and stand in that direction. Early the following morning it was blowing heavily from the southward and westward, continuing for that and the following day, accompanied with a heavy sea. A

course was then shaped for the Caicos Passage, through which I passed on the 22d ultimo, westerly winds generally prevailing until we reached the latitude of $24\frac{1}{2}^{\circ}$ N. Since reaching the east end of Cuba to this period the winds have been exceeding light.

I need scarcely add that my discomfiture on the 15th gave me no little concern, but trust the Department will approve at least the efforts made to comply with my orders to proceed with all practicable dispatch.

I am, sir, very respectfully, your obedient servant,
 JAS. MADISON FRAILEY,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Price, U. S. Navy, commanding U. S. S. Huntsville, to proceed to blockade duty in the Gulf of Mexico.

NAVY DEPARTMENT, May 6, 1861.

SIR: You will proceed immediately on the receipt of this communication with the dispatches to Captain McKean, of the *Niagara*, who is off Charleston Harbor or in that vicinity. After joining the *Niagara* you will proceed in company with her to the Gulf to carry into effect the instructions given to Captain McKean, and to enforce a rigid blockade of New Orleans and Mobile.

I am, sir, respectfully, your obedient servant,
 GIDEON WELLES,
Secretary Navy.

[Commander C. PRICE, U. S. Navy,]
Commanding Steamer Huntsville.

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

Confidential.]

NAVY DEPARTMENT, May 6, 1861.

SIR: From a telegraphic dispatch to the War Department it is supposed the *Niagara* has gone to Charleston.

Orders had been issued to her to that effect, but information received on the same day led to a supposition that she would leave with troops for the Chesapeake before the orders directing her to Charleston should be received.

If she has left for Charleston you will direct that the *Huntsville* be got in readiness forthwith to proceed with the accompanying dispatches to Captain McKean, and report to that officer off Charleston Harbor. The *Huntsville* will go prepared to accompany the *Niagara* to the Gulf and assist in the blockade and such other duties as Captain McKean, or the senior officer on that station, may order.

A telegram was sent you this morning in relation to this steamer, but no answer has been received up to the time this dispatch was closed.

I am, sir, respectfully, etc.,
 GIDEON WELLES,
Secretary Navy.

Captain SAMUEL L. BREESE,
Commanding Navy Yard, New York.

Notice of blockade issued at Key West, Fla., May 6, 1861.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, transmitting copy of notice issued regarding blockade of Southern ports.

U. S. S. CRUSADER,
Key West, May 11, 1861.

SIR: I have the honor to report that, having seen in the papers a notice that the President of the United States had proclaimed a blockade, I on the 6th instant issued a notice, of which I enclose you a copy. This place being securely in the possession of the United States forces, I have not deemed it necessary to place further restrictions than were required for the prevention of intercourse with the mainland of the South. This place is peculiarly situated and depends wholly for its supplies on New York, and I have not doubted that the Government will approve of the police regulations I have established in this harbor.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

To all whom it may concern:

Notice is hereby given that no trading, coasting, or fishing vessels will be permitted to sail from this port for any port or place in South Carolina, Georgia, Alabama, Mississippi, Louisiana, or Texas, nor to any place or port within the limits of this State saving and excepting such places as may be included in the range of keys extending from the Tortugas to Cape Florida.

All vessels having cleared for sea will exhibit their clearances on board this ship before they will be allowed to proceed to sea.

No smack or fishing vessel of whatever kind will be permitted to leave this port with a clearance for Havana, unless such fishing vessel or vessels have on board a fare of fish.

No vessel will be permitted to enter or depart from this harbor between the times of sunset and sunrise.

All vessels arriving here at night are directed to anchor below the Government wharf.

Any vessel violating these regulations will be dealt with as if violating a blockade.

Given on board the U. S. S. *Crusader*, harbor of Key West, May 6, 1861.

T. AUGS. CRAVEN,
Lieutenant, Commanding.

Report of Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch, of arrival at Havana, Cuba, in obedience to enclosed order.

U. S. S. WATER WITCH,
Off Havana, May 7, 1861.

SIR: I have the honor to report my arrival here at 9:45 a. m. from Fort Pickens, touching at Fort Jefferson, Tortugas, in obedience to the instructions herewith enclosed, from Captain H. A. Adams, the senior officer present off Pensacola. I remained at the Tortugas three hours,

giving me sufficient time to carry out the order and to collect what mail matter they may have had for the North. I leave this evening for Key West.

I have the honor to be, very respectfully, your obedient servant,
 WM. RONCKENDORFF,
Lieutenant, Commanding.

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

[Enclosure.]

U. S. FRIGATE SABINE,
Off Pensacola, Fla., May 3, 1861.

SIR: As soon as the Army officer from Fort Pickens with Colonel Brown's instructions gets on board the *Water Witch* you will proceed with him to Tortugas. Should he wish to go to Havana, you will carry him there, and take on board the bags he may procure at either place, to be brought here. After touching at Tortugas you will run over to Havana to obtain the mails from the United States which may be there, and make such enquiries about the time of arrival and departure of the New York steamers as may enable me to make arrangements for sending or receiving communications in the quickest time. Ascertain what connections can be made for this purpose with the army schooners running from Key West to Havana.

After leaving Havana you will run over to Key West and communicate with the senior officers of the Army and Navy, and bring down all letters for Fort Pickens and the squadron.

You will then return with all expedition to this place, touching at the Tortugas if necessary.

Very respectfully, your obedient servant,
 H. A. ADAMS,
Captain, Senior Officer Present.

Lieutenant Commanding WILLIAM RONCKENDORFF,
Commanding U. S. S. Water Watch, off Pensacola.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, urging the necessity of preserving a strict blockade.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, May 8, 1861.

CAPTAIN: I deem it my duty to call your attention to the importance to the defense of this fort of excluding all steamers from the harbor. Their introduction would be of essential injury to us and benefit to the enemy, so that every possible precaution should, I think, be used to prevent it. I think that under no circumstances should a steamer or a vessel loaded with forage or provisions or articles contraband of war be permitted to enter. All those articles are for the consumption of the Army of the enemy, and we, by permitting their introduction, are really feeding our enemies and giving them the means of assailing us. We have information which, though not official, is authentic, that our steamers have been seized and appropriated by the enemy; that he has issued letters of marque and is fitting out privateers, and that our officers have been taken prisoners, our property stolen, and that one of your own officers is now a prisoner in his hands. Under these circumstances

should not effective measures be taken to stop all vessels? I certainly think so. Permit me to suggest that the passage at the north of the island and the landing of the *Perdido* should be strictly watched, and that every possible exertion should be used to prevent the introduction of supplies of any and every kind.

I am, sir, very respectfully, your obedient servant,
 HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter from Captain Adams, U. S. Navy, senior officer present off Pensacola, to Colonel Brown, U. S. Army, commanding Department of Florida, regarding the blockade.

U. S. FRIGATE SABINE,
Off Pensacola, May 8, 1861.

COLONEL: I have given orders to the guard vessels to allow no provisions to enter Pensacola Harbor. In the absence of all instructions with regard to the blockade I do not know how to proceed toward foreign ships, which by the laws and customs of nations are usually allowed a certain time to come and go after the declaration of a blockade, nor toward those coasting vessels which exhibit a license from the U. S. Government. My doubts on this subject prevented me from making prizes of the two steamers detained last night, which had cargoes of provisions consigned to Judah & LeBaron. I have sent them back to Mobile. The President's proclamation of blockade is dated April 19, and it is more than time some specific directions about it should have reached me here. Should I hear of any privateer, man-of-war, or letter of marque being at sea under the secession flag, I intend to commence making captures immediately; but I shall be greatly embarrassed what to do with them, as I have no officers to put on board and carry them to a port of the United States for adjudication. Has any progress been made in the preparation of a battery to receive the *Brooklyn's* 9-inch guns, if it should be thought advisable to land them? I am afraid the work of discharging the *Philadelphia* will go on but slowly, as the large boats of the *Powhatan* have been so much injured as to require extensive repairs, and those of the *Brooklyn* will be employed for a few days in ballasting the *Supply*.

Very respectfully, your obedient servant,
 H. A. ADAMS,
Captain, Senior Officer Present.

Colonel HARVEY BROWN, U. S. Army,
Fort Pickens.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding the blockade.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, May 8, 1861.

CAPTAIN: I wrote you this morning on the subject of allowing provisions to enter Pensacola Harbor, and am gratified that you have so

far anticipated my wishes. I am not prepared to express a decided opinion as to the foreign vessels, but as the port has not been actually declared in a state of blockade I should suppose it to be expedient to let them pass unless they actually have on board articles contraband of war. I am, however, decidedly of opinion that no United States vessel containing any article which will nourish or assist the enemy should be permitted to enter, and most certainly no one, either American or secession, from a rebel State. I regret that you did not feel it to be your duty to detain the two steamers, they being in my opinion lawful prizes.

I have done nothing in relation to the batteries for the guns of the *Brooklyn*, because I distinctly understood you to say that you could not possibly spare any guns from her. I may also say that other and more pressing work would have prevented my doing it, but that I will have an engineer detailed to lay out and superintend such a work whenever you may wish to commence it, presuming, as I do, that your officers will wish the whole to be a navy work.

Is not the unloading of the *Philadelphia* and provisioning and supplying this work of very paramount importance to ballasting the *Supply*? I think that now, while the sea is smooth and the enemy quiet, nothing should take the boats off, and I most respectfully urge that the ballasting the *Supply* may be deferred until after the steamer is unloaded.

I am much obliged for the papers.

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

HARVEY BROWN,
Colonel, Commanding.

Captain H. A. ADAMS,
Commanding Naval Forces off Pensacola.

Letter of the Secretary of the Navy to Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, regarding supplies.

NAVY DEPARTMENT, May 8, 1861.

SIR: Your letter of the 26th ultimo has been received. A cargo of coal is now on the way to Key West, and Commodore Breese was directed on the 6th instant to send to that place provisions for 500 men for six months.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant T. A. M. CRAVEN,
Commanding U. S. S. Crusader, Key West.

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

NAVY DEPARTMENT, May 9, 1861.

SIR: Immediately upon the receipt of the enclosed dispatch* for Captain McKean, you will order the *Huntsville* to sea.

I am, etc.,

GIDEON WELLES,
Secretary Navy.

Captain SAMUEL L. BREESE,
Commanding Navy Yard, New York.

* See p. 155.

Order of the Secretary of the Navy to Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding U. S. ship Sabine.

NAVY DEPARTMENT, May 9, 1861.

SIR: On the receipt hereof you will proceed, with the U. S. frigate *Sabine* under your command, to the navy yard at Portsmouth, N. H.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain HENRY A. ADAMS,

Commanding-U. S. Frigate Sabine, off Fort Pickens.

Proclamation of the President of the United States giving authority for removal of suspected persons from the islands of Key West, Tortugas, and Santa Rosa.

Whereas an insurrection exists in the State of Florida, by which the lives, liberty, and property of loyal citizens of the United States are endangered; and

Whereas it is deemed proper that all needful measures should be taken for the protection of such citizens and all officers of the United States in the discharge of their public duties in the State aforesaid:

Now, therefore, be it known that I, Abraham Lincoln, President of the United States, do hereby direct the commander of the forces of the United States on the Florida coast to permit no person to exercise any office or authority upon the islands of Key West, the Tortugas, and Santa Rosa which may be inconsistent with the laws and Constitution of the United States, authorizing him at the same time, if he shall find it necessary, to suspend there the writ of habeas corpus, and to remove from the vicinity of the United States fortresses all dangerous or suspected persons.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

[L. S.] Done at the city of Washington this tenth day of May, in the year of our Lord one thousand eight hundred and sixty-one, and of the independence of the United States the eighty-fifth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

Order of Captain Adams, U. S. Navy, senior officer present off Pensacola, to Lieutenant Strong, U. S. Navy, commanding U. S. S. Mohawk, to proceed to blockade duty off that port.

U. S. FRIGATE SABINE,
Off Pensacola, May 10, 1861.

SIR: You will proceed with the *Mohawk* to the east end of Santa Rosa Island to blockade that entrance to Pensacola. Should any vessels or boats attempt to enter, you will examine them. If they have provisions or munitions of war, capture them and bring the vessels to this ship. If they are empty warn them off and endorse upon their

registers a notice that they have been warned off by the *Mohawk* and will be taken as prizes if they are caught again in attempting to enter Pensacola Bay. Observe closely the state of things at the passage, and if batteries are erected there, or if there is any collection of troops, let me know at the first opportunity. Foreign vessels are not to be detained unless carrying munitions of war or loaded with provisions. They are, however, to be informed that the place is under blockade, and if they enter they will probably not be allowed to leave with a cargo.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

Lieutenant Commanding J. H. STRONG,
Commanding U. S. S. Mohawk, off Pensacola.

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

NAVY DEPARTMENT, May 10, 1861.

Let the *Huntsville* go with her mates. Employ the four midshipmen for other vessels.

GIDEON WELLES,
Secretary of the Navy.

Captain BREESE,
Navy Yard, New York.

Instructions from commandant navy yard, New York, to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, regarding a suspicious vessel.

NAVY YARD, NEW YORK, May 10, 1861.

SIR: I have received the following information from the Navy Department, which, in obedience to its directions, I send you by the *Huntsville*:

Ship *Windsor Forest*, of Bath, was to sail from Liverpool about May 1 for Mobile with 30 tons of muskets.

Very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Captain W. W. MCKEAN,
Commanding U. S. S. Niagara.

Order of commandant navy yard, New York, to Commander Price, U. S. Navy, commanding U. S. S. Huntsville, to proceed to sea under Department's orders enclosed.

COMMANDANT'S OFFICE, May 11, 1861.

SIR: You will proceed immediately to sea, in compliance with the Department's order* herewith enclosed. I forward also dispatches from

* See p. 158.

the Department, which you will deliver to Captain McKean. Enclosed with this is an extract of a circular from the Department for your government.

Wishing you a pleasant cruise, I am, very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Commander CICERO PRICE,
Commanding U. S. S. *Huntsville*, New York.

Report of commandant navy yard, New York, of the departure for Charleston, S. C., of U. S. S. Huntsville.

NAVY YARD, NEW YORK, May 11, 1861.

SIR: I have the honor to report the sailing of the *Huntsville*, Commander Price, this day for Charleston with dispatches for the *Niagara*. I enclose a muster roll of her officers and crew.

Surgeon [T. M.] Potter, Chief Engineer [R. H.] Long, and First Assistant Engineer [William] Roberts, who reported for the *Niagara* after that ship had sailed, were directed to take passage in the *Huntsville*.

Very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

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

Letter from J. M. Forbes to the Secretary of the Navy, giving list of vessels in New Orleans.

BOSTON, May 11, 1861.

DEAR SIR: A gentleman who can be relied upon, just returned from New Orleans, gives me the enclosed list of steamers bought and stolen by the Confederate pirates, which may be of some interest to you or to Commodore Stringham.

Truly, yours,

J. M. FORBES.

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

[Enclosure.]

Confederate steamers in Gulf of Mexico.

Habana, Marquis of Havana.—Bought at New Orleans and fitting there. Names changed—one to *Sumter*. One of them a good war steamer.

Star of the West, Texas, Tennessee, Wm. G. Hewes.—Seized in New Orleans April 28 by Governor Moore, of Louisiana. Belonged to Morgan's Texas Line.

Fashion, Mobile (propeller), *United States.*—Texas.

Orizaba.—Texas.

General Rusk.—Texas.

Matagorda.—New Orleans and Texas.

Oushman (propeller).—Pensacola.

Neafie (side-wheel).—Pensacola.

Besides these, they have at New Orleans a great number of very powerful tug propellers.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding movements of vessels under his command.

U. S. FRIGATE SABINE,
Off Pensacola, May 12, 1861.

SIR: I have the honor to inform you of the arrival of the storeship *Release* at this anchorage on the 4th instant. The *Supply* sailed to-day for New York, with orders to touch at Tortugas and Key West and furnish provisions to the *St. Louis* and *Crusader*.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding position of vessels under his command.

U. S. FRIGATE SABINE,
Off Pensacola, May 13, 1861.

SIR: I have the honor to inform you of the return of the *Water Witch* yesterday from Havana and Key West. She brought no communications from the Department. The *Wyandotte* is at Key West waiting for some ordnance stores for Fort Pickens and making some necessary repairs to her boilers and machinery.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Order of the Secretary of the Navy to Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, assigning him to duty in the Gulf Blockading Squadron.

NAVY DEPARTMENT, May 13, 1861.

SIR: The President has notified this Department that the special duty to which you were assigned having been executed, the *Powhatan*, under your command, until further orders will constitute a part of the Gulf Blockading Squadron, and you will report accordingly to the senior commanding officer present.

The Secretary of State has referred your dispatch of the [21st] ultimo to this Department, together with papers accompanying it.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant D. D. PORTER,
Commanding U. S. S. *Powhatan*, off Fort Pickens.

Instructions of the Secretary of the Navy to the senior commanding naval officer off Fort Pickens regarding coal.

NAVY DEPARTMENT, May 13, 1861.

SIR: To obviate the necessity of the steamers engaged in the blockade of the Gulf ports leaving their stations for the purpose of proceeding to Key West for coal, the Department intends to purchase a suitable sailing vessel for a transport and send her to the Gulf. She will carry out a cargo of coal, which can be distributed among the several steamers of the squadron. She can then be employed under your direction in transporting coal to such points as you may deem it necessary.

I am, respectfully, your obedient servant,

[GIDEON WELLES.]

Commander C. H. POOR, or
The SENIOR COMMANDING OFFICER OFF FORT PICKENS.

Order of the Secretary of the Navy to the senior commanding naval officer off Fort Pickens to institute a rigid blockade of Pensacola and vicinity.

NAVY DEPARTMENT, May 13, 1861.

SIR: Unavoidable delays have prevented Commodore Mervine, appointed to command the Gulf Blockading Squadron, from entering upon the special duty assigned him, and you will, if you have not already done so, institute a rigid blockade of Pensacola and its vicinity, in pursuance of the proclamation* of the President, a copy of which is herewith transmitted.

You will allow no vessel ingress. After giving notice that an effective blockade has commenced you will allow fifteen days only for the egress of neutrals with or without cargo.

You will warn off all neutral vessels, but will capture none unless notice has been duly entered on the muster roll that the vessel seized had been already warned of the blockade, with the time and latitude in which notice was given. This does not, however, apply to vessels having on board public enemies, arms, munitions, or articles contraband of war. Privateers or vessels sailing under any assumed flag not known to and recognized by the world, or of a State or combination of States in insurrection with or making war on the United States, you will seize and capture.

On all occasions you will afford protection to those who seek shelter under the American flag, and guard the persons and property of loyal and patriotic citizens who invite your aid.

Information has been received of large shipments of arms in England and Belgium for New Orleans and Mobile. A copy of a letter on the subject is herewith transmitted. You will be vigilant to detect and capture all such vessels. It is the object of the Government to make the blockade rigid and to admit of no importations of any kind whatever, nor exports after notice of the blockade has been given for fifteen days.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander CHARLES H. POOR,
Commanding U. S. S. Brooklyn, or
The SENIOR COMDG. OFFICER PRESENT OFF FORT PICKENS, FLA.

* See p. 156.

Notice of blockade of Pensacola, Fla., May 13, 1861.

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, transmitting correspondence with General Bragg, C. S. Army, commanding Confederate troops near Pensacola, regarding blockade.

U. S. FRIGATE SABINE,
Off Pensacola, May 20, 1861.

SIR: I enclose copies, marked 1, 2, and 3, of a correspondence between General Bragg and myself. I made no reply to his last communication.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

[Enclosure No. 1.]

U. S. FRIGATE SABINE,
Off Pensacola, May 13, 1861.

SIR: I wish to communicate public notice through you to all whom it may concern in Pensacola that the port is now strictly blockaded by a portion of the United States naval forces under my command. No coasting vessel will be permitted to enter or depart. Foreign vessels will be allowed two weeks from this date to settle their accounts and sail. After the expiration of that time they will be detained if they attempt to leave the harbor, and dealt with according to the laws against violating blockades.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

General BRAXTON BRAGG,
Commanding Troops of Confederate States near Pensacola.

[Enclosure No. 2.]

HEADQUARTERS TROOPS OF CONFEDERATE STATES,
Near Pensacola, Fla., May 13, 1861.

SIR: Your communication of this date, giving public notice of the blockade of this port of Pensacola, is received.

Very respectfully, your obedient servant,

BRAXTON BRAGG,
Brigadier-General, Commanding.

Captain H. A. ADAMS,
Senior Officer U. S. Navy off Pensacola.

[Enclosure No. 3.]

HEADQUARTERS TROOPS OF CONFEDERATE STATES,
Near Pensacola, Fla., May 14, 1861.

SIR: Your communication of yesterday's date, announcing to me an act of aggressive war on the part of your Government by the blockade of this port, I accept as such, and consider it a virtual acknowledgment of our national existence and independence.

You will please consider the harbor as closed against all boats and vessels of the United States, as I shall permit none to enter except your dispatch boat under a white flag.

Very respectfully, your obedient servant,

BRAXTON BRAGG,
Brigadier-General, Commanding.

Captain H. A. ADAMS,
Senior U. S. Naval Officer off Pensacola.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, of the seizure and detention by that vessel of the yacht Wanderer, and advising purchase or charter of same.

U. S. S. CRUSADER,
Key West, May 14, 1861.

SIR: I have the honor to report to you that the notorious yacht *Wanderer* arrived in this port April 5 from Havana. Her papers are good, though with some irregularities, and on consulting with the U. S. district attorney I am satisfied that no libel can be sustained against the vessel.

The course of my investigation has brought to light the fact that this schooner is to be sold to certain parties in New Orleans at a high price, to be fitted out as a privateer. I have therefore detained her as a vessel which can be used for no valuable purpose except as a cruiser or dispatch vessel. As a privateer she would be most formidable, as you may perceive from her dimensions, as follows: Length, 106 feet; breadth, 25½ feet; depth, 9½ feet; burden, 231 tons. She was built in 1857, has the reputation of being a remarkably fast sailer, and is ready for sea.

Armed with one long 24-pounder, and with a crew of 25 men, this vessel may be disastrously destructive to our shipping in the West Indies, and there was a general feeling of relief expressed among ship-masters in Havana when it was learned that I had seized the *Wanderer*.

I submit to you, sir, this case. While aware that I have no legal grounds for detaining the vessel, I do not feel justified in permitting her to escape to the rebels, and the only way in which that result can be prevented is by the U. S. Government becoming purchasers or charterers.

She can be bought for \$15,000, and without expense or alteration can be fitted out as a dispatch vessel or as a serviceable light cruiser.

You have probably learned, sir, that vessels of the United States are being transferred to the English flag in the port of Havana by a simple and expeditious process which enables vessels, however strongly suspected, to escape the vigilance of the U. S. consul-general.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

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

Letter from Captain Adams, U. S. Navy, senior officer present off Pensacola, to Colonel Brown, U. S. Army, commanding Department of Florida, regarding blockade of Pensacola.

U. S. FRIGATE SABINE,
Off Pensacola, May 14, 1861.

COLONEL: Yesterday I gave General Bragg official notice of the blockade of Pensacola Harbor, in order that the foreign ships lying there might be made fully aware of it. I enclose you a copy of a communication* from him in reply, which I have just received.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

Colonel H. BROWN,
Commanding Department of Florida, Fort Pickens.

* See p. 168.

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

NAVY DEPARTMENT, *May 14, 1861.*

Send the *Mount Vernon* as requested, after which she will join the Gulf Squadron; Commander Walke not to be sent out in the chartered steamers.

GIDEON WELLES.

Captain BREESE,
New York Navy Yard.

[Telegram.]

NEW YORK, *May 15, 1861.*

Mount Vernon not coppered; could not remain in Gulf. Should she not return to the Chesapeake instead? She will be ready to-morrow afternoon, Commander Glisson in charge.

SAML. L. BREESE.

SECRETARY NAVY.

[Telegram.]

WASHINGTON, *May 15, [1861].*

Mount Vernon was reported as coppered. If you can furnish the convoy send the *Mount Vernon* into the Chesapeake.

G. WELLES,
Per G. V. F[OX].

Captain BREESE,
New York Navy Yard.

Send a list of vessels not coppered. Answer.

[Telegram.]

BROOKLYN, [*May*] *15, 1861.*

Telegram just received; no convoy can be furnished for some days. Transports can not wait. Will order *Mount Vernon* to convoy [to] the Gulf and return immediately to Chesapeake, if desirable. Flotilla will sail to-morrow.

SAMUEL L. BREESE.

HON. SECRETARY OF THE NAVY.

Instructions from the commandant navy yard, New York, to the master of the propeller Parkersburg, regarding transportation and distribution of stores.

U. S. NAVAL STATION,
Brooklyn, [N. Y.] May 15, 1861.

SIR: You will proceed to Key West under convoy of the propeller *Mount Vernon*, Commander Glisson, and communicate with the senior naval officer of the United States at that port. If deemed advisable

by him you will deliver a part of your cargo to any naval vessel there and land a portion of the live stock, placing it in charge of such person as he may direct, the same to be kept for the use of the United States Gulf Squadron. In the absence of United States vessels you will act under direction of Commander Glisson, commanding the *Mount Vernon*. With as little delay as possible you will then proceed to the vicinity of Pensacola and distribute the whole or such part of the remainder of your cargo as the senior officer present shall direct. You will then return to New York, touching at Key West and landing the remainder of your cargo, if any, placing the same in charge of the U. S. naval storekeeper, or such other person as the senior naval officer shall direct.

On your return to New York you will bring such passengers, mails, and cargo as may be placed on board by direction of the senior naval officer near Pensacola or at Key West.

Respectfully, yours, etc.,

SAML. L. BREESE,
Commandant.

MASTER OF THE PROPELLER PARKERSBURG,
New York.

Report of commandant navy yard, New York, regarding employment of chartered steamer Mount Vernon on convoy duty.

NAVY YARD, NEW YORK, May 16, 1861.

SIR: In reference to the Department's telegram of yesterday, I have no recollection of having reported the *Mount Vernon* as coppered. I have no apprehension that she will suffer any injury if she is not in the Gulf some time. I therefore telegraphed you yesterday that in view of the urgent necessity of the army stores, with workmen for the forts, as well as the fresh provisions collected here by Mr. Bridge for the Gulf Squadron, I would send the *Mount Vernon* to convoy the two steamers and two sail vessels to that station, with orders to her commander, unless otherwise directed by his superior officer in the Gulf, to return, after seeing his convoy safe, to the Chesapeake, and on his way to keep a diligent lookout for enemy's vessels, etc.

I hope before she actually leaves, which will probably be at 3 p. m. this day, that I may have a telegraphic reply to mine of last evening on the subject. I send the Department another list of the chartered vessels, which I think is in effect identical with the others heretofore sent. The necessity for these stores going forward without delay, and being convoyed, seems to me so urgent that I will hope the departure from the Department's order by telegraph of the 15th, to send the *Mount Vernon* to the Chesapeake at once, will not be disapproved of by you.

Very respectfully, your obedient servant,

SAMUEL L. BREESE,
Commandant.

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

3 o'clock p. m.—Department's telegram received. Commander Glisson, after seeing his convoy safe, directed to proceed to the Chesapeake.
S. L. B.

Further report of commandant navy yard New York, regarding chartered steamer Mount Vernon.

NAVY YARD, NEW YORK, *May 16, 1861.*

SIR: I have to report that the chartered steamer *Mount Vernon*, under command of Commander Glisson, left the yard at 4 o'clock this afternoon for the Gulf, with orders, after convoying transports, to return as far as the Chesapeake and there report to the commanding naval officer.

Very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

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

Order of the Secretary of the Navy to Commanders Smith and Alden, U. S. Navy, commanding respectively the U. S. steamers Massachusetts and South Carolina, to proceed to duty in the Gulf of Mexico.

NAVY DEPARTMENT, *May 16, 1861.*

SIR: When the steamer *Massachusetts*, under your command, is in all respects prepared for sea, you will proceed with her, with all practicable dispatch, to the Gulf of Mexico. On the way you will touch at Key West and proceed thence to Fort Pickens, for the purpose of landing the munitions to be sent out in the *Massachusetts*.

Until the arrival of Flag-Officer Mervine in the *Mississippi* you will be governed by the instructions of the senior commanding officer in the Gulf, to whom you will report. The commandant of the navy yard at Boston will furnish you with a copy of the instructions relative to the seizure of privateers, etc., which the Department has directed him to give to each vessel sailing from the yard.

Before sailing you will transmit to the Department a muster roll of the *Massachusetts*, and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander MELANCTON SMITH,
Commanding U. S. S. Massachusetts, Boston.

Commander JAMES ALDEN,
Commanding U. S. S. South Carolina, Boston.

Recommendations submitted to the Navy Department by Captain Meigs, U. S. Army, regarding defense of Fort Pickens.

WASHINGTON, *May 16, 1861.*

The proper disposition of the garrison of Fort Pickens, in my opinion, is to encamp it upon the island of Santa Rosa at some point within communication of the fort, and yet out of the reach of shot and shell from the rebel batteries; the fort itself to be occupied by such a guard as will suffice to work its guns and make it secure against surprise by any small party coming in boats. At night a stronger guard will be necessary than by day.

The guard boats of the squadron should row inside the harbor and prevent any such boat expedition reaching Santa Rosa unchallenged.

The island, being narrow and covered with sand ridges parallel to the coast, may require some work of the sappers to lay it entirely open to the fire of steamers anchored or cruising along the outer beach. This should be done.

With proper naval force and proper vigilance I consider that no considerable force can land, or, if landed, remain long enough upon the island to seriously endanger or injure the camp or guard. But the enemy, being strong, well provided with boats, scows, tugs, and other means of transporting troops, may effect a landing at any time when the fleet is driven off by stress of weather or removed for any blockading or cruising duty. There should be at no instant less than two powerful steamships with heavy batteries in position to command the island and protect the communication between fort and camp. A tender, a smaller steamer for messages, for boarding vessels, and keeping up the blockade should always be off the harbor.

Steamers should take coal from storeships at anchor alongside, and should not be compelled to leave their posts to get coal or supplies from Key West or the better depot, Tortugas.

Whenever fire is opened by the rebels the fleet should attempt to destroy the enemy's guard boats, steamers, etc.

Attempts to enter the harbor under the fire of the numerous batteries of heavy guns established on the mainland would, in my opinion, be wasteful of life and of force. The ships could only by extraordinary fortune escape destruction. The loss of a ship in such an attempt would give great encouragement to the rebel party. As they are undisciplined and probably not very watchful, I think that the time may come when sorties or cutting-out expeditions may be practicable with good effect.

It is possible that a determined leader might spike the guns in some of the batteries, cut out or destroy the steamers and guard boats, etc.

The narrow part of the island reconnoitered by Captain Porter and Captain Meigs should be cut through. If the opening is made at a favorable moment, when the water is higher on one side of the island than the other, the current will undoubtedly make a boat channel in a short time, and if natural causes conspire this may become a navigable inlet and turn all the hostile fortifications.

During the summer there will be no difficulty in keeping the ships in position, and I take it for granted that by the time the weather grows cold and stormy the Government will be prepared to advance from this position and reoccupy Pensacola.

For the present the 1,000 men on Santa Rosa keeping 10,000 idle on the mainland are doing most useful and effective service in the cause of the country and inflicting great damage and expense upon the rebels. There should be such activity as to keep them in constant fear and prevent their sending to parts where subsistence is cheaper than the men now at Pensacola.

By treating Fort Pickens as a mere battery, firing only at intervals with great deliberation and accuracy, placing the guard safely in casemates, keeping sentinels, and the men to man only a few guns exposed, there can be but little loss of life, and the Southern States not producing saltpeter, thoroughly blockaded, will find the amusement of burning gunpowder both expensive and weakening.

In conclusion, the true policy appears to me to be to keep a strong naval force off this important harbor, to keep the rebels on the alert by threatening sorties and cutting-out expeditions, but to avoid any attempt to enter the harbor or engage the batteries likely to lead to bloodshed or disaster.

The officers of the garrison, the commander of the military department, Colonel Brown, should be consulted and aided in every possible way.

Of the number of vessels to be present I am not competent to speak. I think two powerful vessels should always be in position to fire on the island at any moment; that every hostile guard boat coming within range should be treated to a shell; that one light steamer and the *Oriental*, armed pilot boat, would make the blockade effectual by anchoring off the bar or cruising there.

The meat and fresh-provision boat, of course, should run constantly to Key West, and perhaps to Havana. Fresh beef, vegetables, and provisions generally can be procured cheaply and in abundance on the coast of Yucatan, and this source of supply should be resorted to.

Coal vessels should be always at anchor near the squadron.

Respectfully submitted to the Navy Department.

M. C. MEIGS,
Captain of Engineers.

[Telegram.]

WASHINGTON, D. C. [May 16, 1861.]

Send man-of-war or surfboats to the Gulf Squadron by any vessel going.

GIDEON WELLES.

Captain BREESE,
New York Navy Yard.

Report of commandant navy yard, New York, regarding Department's order in the matter of surfboats for Gulf Squadron.

NAVY YARD, NEW YORK, May 17, 1861.

SIR: I have the Department's telegram of the 16th instant to send man-of-war or surfboats to the Gulf Squadron. There are none of the latter belonging to the Government, and none but launches in the yard. Am I to purchase them for the Government; and if so, how many? And to what point in the Gulf and to whose charge am I to send them?

I have, with the naval constructor, looked at some surfboats at the builder's in the city. The cost for such is: Those of 26 feet, \$5 per foot; for those of less length, \$4 per foot. May I expect some specific direction on the subject?

Very respectfully, your obedient servant,

SAMUEL L. BREESE,
Commandant.

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

Order of the Secretary of the Navy to commanding officers of U. S. steamers R. R. Cuyler, Montgomery, and Flag to proceed to blockade duty in the Gulf of Mexico.

NAVY DEPARTMENT, May 17, 1861.

SIR: The steamer *R. R. Cuyler*, under your command, is to form a part of the Gulf Blockading Squadron, of which Captain William Mervine will be the flag-officer.

As soon, therefore, as she is prepared for this service and in all respects ready for sea, you will proceed with her with all practicable dispatch to the Gulf, touching at Key West.

At Key West you may find Flag-Officer Mervine or instructions from him for your further movements, or it is possible Captain McKean may be there in the *Niagara*, to whom you will report for such special duty in carrying out the blockade of ports on the Gulf as he may assign you. In the absence of either of these officers you will proceed from Key West to Fort Pickens, and report to the senior commanding officer of the U. S. Navy in that vicinity for the purpose hereinbefore indicated.

The commandant at New York will furnish you with a copy of the instructions in relation to seizing privateers, etc., which the Department has directed him to give to the commanding officer of each vessel sailing from the navy yard.

Before your departure you will transmit to the Department a muster roll of the *R. R. Cuyler*, and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain F. B. ELLISON, U. S. Navy,
Commanding U. S. S. R. R. Cuyler, New York.
Commander T. D. SHAW,
Commanding U. S. S. Montgomery, New York.
Lieutenant L. O. SARTORI,
Commanding U. S. S. Flag, Philadelphia.*

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of preparations for expected attack on Fort Pickens.

U. S. FRIGATE SABINE,
Off Pensacola, May 20, 1861.

SIR: At the request of Colonel Brown I have this day dispatched the *Wyandotte* to Key West to bring down troops. Great preparations are made for the attack on Fort Pickens, and it is expected almost hourly. I have, after consultation with Colonel Brown, stationed the ships in positions where they may render him the most efficient aid in his defense.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

* Destination subsequently changed to Atlantic Blockading Squadron.

Order of Captain Adams, U. S. Navy, senior officer present off Pensacola, to Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Wyandotte, for the transportation of troops from Key West to Pensacola.

U. S. FRIGATE SABINE,
Off Pensacola, May 20, 1861.

SIR: You will proceed with the *Wyandotte* to Key West and receive on board such troops as Major French may designate to be brought to this place. You will stop at Tortugas either going or coming, as may be most convenient, and take on board such ordnance stores as may be put on board by the commanding officer. Should you pass any schooners on your passage bound this way you will speak them and ascertain if they are carrying ordnance stores to Fort Pickens, in which case Captain Vogdes, who takes passage with you, will give them instructions. Deliver the letter bags intrusted to you to Captain Craven and ask him to have them forwarded to the United States by way of Havana or the earliest direct opportunity. Hand Captain Craven the money which I send you and let him sign the accompanying receipts. Lose no time in carrying out these orders and return here with all possible dispatch. If any circumstance should disable the *Wyandotte* so as to prevent her from returning, you will remain at Key West and say to Captain Craven I wish him to carry out your orders with the *Crusader*.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

Lieutenant Commanding A. S. BALDWIN,
Commanding U. S. S. *Wyandotte*.

Report of Captain McKean, U. S. Navy, commanding U. S. S. Niagara, of having blockaded Charleston, S. C., for five days, and of his arrival at Havana, Cuba, en route to blockade duty in Gulf of Mexico.

U. S. STEAM FRIGATE NIAGARA,
Havana, May 21, 1861.

SIR: I have the honor to acknowledge the receipt, at 7 p. m. on the 14th, [of] your order* of the 4th instant (triplicate), by the steamer *Huntsville*. I proceeded immediately in obedience thereto, accompanied by the *Huntsville*.

I regret that it was deemed necessary to raise the blockade of Charleston, as I consider that that port and Savannah are two of the most important points upon the coast. Between the evening of the 9th instant, the time of my arrival off Charleston, and the evening of the 14th seven ships from Liverpool, English and American, bound to Charleston and Savannah, were boarded and warned off the whole Southern coast.

I learned from the English consul, who came off in the afternoon of the 13th instant in a steamer under English colors and a flag of truce, that seven or eight other ships were daily expected from Liverpool. He made application in behalf of the consignees for permission for the captains of these vessels to land for the purpose of receiving instructions. This I refused, but consented to deliver to them unsealed letters of instructions, provided they contained nothing objectionable.

* See p. 155.

Directed by your order of the 2d instant to allow a reasonable time for neutral vessels to leave, twenty days from the actual commencement of the blockade were allowed. One frigate or sloop of war and two small steamers are, in my opinion, requisite for an efficient blockade of each of the ports, Charleston and Savannah. I received information that four or five steamers and a brig were being fitted out in Charleston. Two of the steamers are said to be fine vessels of about 1,100 tons burden, and it is said each will mount six guns.

Having but a small quantity of coal and water on board I deemed it necessary to touch here for a supply, it being uncertain if a sufficient quantity could be procured at Key West. I directed Commander Price, however, to proceed to that place and procure a supply for the *Huntsville* if it could be had, and to join me here as soon as possible, or, in the event of my having left, to follow me to Fort Pickens without delay; and I sent orders by him to Lieutenant Commanding Craven to proceed to the Gulf in the *Crusader*.

We reached Havana at noon on Sunday, the 19th instant, and we are now coaling and watering, and I expect to leave to-morrow morning. I am fully sensible of the importance of the service upon which I am ordered, and assure you, sir, there shall be no unnecessary delay in its performance.

I beg to be furnished with instructions in regard to the search of neutral vessels approaching blockaded ports. All those boarded off Charleston had coal or salt for ballast, and it may be had arms and munitions of war concealed underneath.

I earnestly request that a condenser may be ordered for this ship. She carries less water than any of our large frigates, and it is very trying to both officers and men to be kept on short allowance in a hot climate. On the passage to Japan we were at one time on half a gallon per day for all purposes.

The *Crusader* has just arrived from Key West. From information derived from Lieutenant Commanding Craven and from Major Roberts, who accompanied him, it is essential that an armed vessel should be kept there, and I have therefore revoked my order and shall leave him to act under the instructions from the Department dated in March last.

I learn that the sloop *St. Louis* is at Tortugas. Unless there are strong reasons why she should remain there, I will order her to the mouth of the Mississippi.

On entering this harbor two vessels were discovered with secession flags hoisted at the main and Union flags about 18 inches square at the peak.

Learning from the consul that the commanders had refused to haul down the secession flags when ordered by him to do so, I sent an officer on board with instructions to order them hauled down, and if not obeyed to have it done by the boat's crew, and the flags delivered to the consul. The order was obeyed, however, and the flags left on board.

I think it essential that a vessel with coal should be kept at Fort Pickens. If our ships are obliged to proceed to Key West or to this place for a supply, much time will be lost. Lieutenant Commanding Craven states that there is but a small supply at Key West.

I am, very respectfully, your obedient servant.

WM. W. MCKEAN,
Captain.

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

Report of Commander Gibson, U. S. Navy, commanding U. S. ship St. Louis, regarding departure for Pensacola.

U. S. SLOOP ST. LOUIS,
Tortugas, May 24, 1861.

SIR: In obedience to the order received from you yesterday, I shall leave this place for Pensacola just as soon as it is possible to get the ship out.

Respectfully, your obedient servant,

ALEX'R GIBSON,
Commander.

Captain WILLIAM W. MCKEAN, [U. S. Navy,]
U. S. S. Niagara, off Pensacola.

Report of Commander Gibson, U. S. Navy, commanding U. S. ship St. Louis, regarding sanitary condition of crew of that vessel.

U. S. SHIP ST. LOUIS,
Tortugas, May 24, 1861.

SIR: This ship having been ordered to proceed off Fort Pickens, I feel called upon before leaving this place to represent to you the present state of health of her crew. In the first place there are now on the sick list 24 men, and the number has been increasing daily, 6 having been added to that list since yesterday. This, with a deficiency in her crew of 12 men, makes us short 36 working men, which, out of a complement of 134, is very severely felt in the management of the ship.

The sanitary condition of the crew as represented to me by the surgeon (whose report has been made to the Bureau of Medicine and Surgery) is very bad, the men generally being enervated by their long service in a tropical climate, which condition renders them peculiarly sensitive to the contraction of disease, and particularly so to that which is at present prevailing, namely, dysentery.

In a previous letter to you, sir, from Key West, I made known that the period for which two of the crew of this ship had entered the service had expired. I have now to report that there are two more to be added to that number; the next month will increase the number to nine, and the months of July, August, and September will terminate the service of all the old crew of this ship—that is, of those who came out in her.

Those men whose terms of service have expired have made frequent application for their discharge, and show no disposition to reenter the service until (to use their own language) they have had "a run at home to bring themselves up again." This, sir, is a very natural feeling, based upon the fact that they have been cooped up within the narrow limits of a small ship for nearly twenty-nine months. I have but little doubt that if the ship was ordered home and an opportunity afforded this crew of recuperating or recovering their wasted energy there would be but very few of them who would not be in the service again in a very short time.

I have made this representation to you, sir, from a sense of duty, and should have sent my communication through the commanding officer of the squadron if I had been within reach of him; but such not being the case, and deeming that the matter herein contained should reach the Department as soon as possible, I have concluded to send my dispatch by the first opportunity.

The storeship *Supply* being here, bound home, and this ship being bound on a cruise, I have considered it necessary to exchange a boat of this ship for one of hers. This exchange was in contemplation before these vessels left Pensacola, but there was not time to effect it. The subject was mentioned to the senior officer, who made no objection to it.

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

ALEX. GIBSON,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding disabled steamer Parkersburg.

U. S. S. MOUNT VERNON,
Key West, May 25, 1861.

SIR: I have to report the arrival of the U. S. S. *Mount Vernon* at this port with the disabled steamer *Parkersburg* in tow.

The *Parkersburg* broke her main shaft 30 miles north of Cape Florida, a heavy sea running at the time. She was taken in tow as soon as practicable and brought to this place, a distance of 170 miles, in safety.

It will require one day to overhaul our engine before leaving to tow the *Parkersburg* 500 miles. I shall leave for Pensacola in the morning.

I have ordered the steamer *Chesapeake* (chartered by the Army) to remain here until my return from Pensacola for the purpose of towing the *Parkersburg* to New York, both vessels being the property of the same firm, and the steamer *Mount Vernon* having been ordered to Hampton Roads. I hope that the Department will approve of this order.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Adams, U. S. Navy, commanding U. S. ship Sabine, regarding instructions to vessels.

U. S. FRIGATE SABINE,
Off Pensacola, May 26, 1861.

SIR: I enclose herewith copies of the instructions* given to the commanders of the *St. Louis*, *Mohawk*, and *Wyandotte*. Those to the *Mohawk*, you will observe, are dated the 10th instant, three days before the notification of blockade was sent to General Bragg.

Very respectfully, your obedient servant,

H. A. ADAMS,
[Captain, U. S. Navy.]

Captain W. W. McKEAN, [U. S. Navy,]
Senior Officer Present, U. S. S. *Niagara*.

* See pp. 145, 163, 176.

Letter from Captain Adams, U. S. Navy, commanding U. S. ship Sabine, to Captain McKean, U. S. Navy, senior officer present, regarding notice of blockade.

U. S. FRIGATE SABINE,
Off Pensacola, May 26, 1861.

MY DEAR MCKEAN: My notification of blockade to General Bragg was dated May 13, and allowed two weeks from that date for foreign vessels to leave. I have since heard, though not officially, that the Government allowed fifteen days, and intended to do so, too.

Yours, very truly,

H. A. ADAMS,
[Captain, U. S. Navy.]

Captain WILLIAM W. MCKEAN, [U. S. Navy,]
U. S. S. Niagara, [Senior Officer Present.]

As the notice could not reach the ships at Pensacola on the 13th, I did not intend to include that day in the time allowed.

Letter from Captain McKean, U. S. Navy, senior officer present off Pensacola, to Colonel Brown, U. S. Army, commanding Department of Florida, regarding vessels required for the protection of Fort Pickens.

U. S. STEAM FRIGATE NIAGARA,
Off Pensacola, May 26, 1861.

SIR: The steamer *Huntsville* arrived this morning. She is a fine vessel, mounting one 8-inch gun on a pivot and two 32-pounder carriage guns, and has sufficient power to tow a vessel of the largest size. I have ordered the sloop *St. Louis* here, and she may be looked for hourly. Do you not think that the *Sabine* and those vessels will be a sufficient force to prevent a landing of the rebels on the island? I am of opinion that it will, and as it is of vital importance that the port of Mobile should be blockaded before the arms are received, I am very anxious to proceed to that point. In the event of a threatened attack the *Mohawk* could be dispatched for me, and as the distance is short I could reach here in a few hours. Please let me hear from you by the bearer.

I am, very respectfully, your obedient servant,

WM. W. MCKEAN,
Captain, U. S. Navy.

Colonel HARVEY BROWN, U. S. Army,
Commanding Fort Pickens, Pensacola.

Letter from Colonel Brown, U. S. Army, commanding Department of Florida, to Captain McKean, U. S. Navy, senior officer present off Pensacola, regarding protection of Fort Pickens.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, May 27, 1861.

SIR: I am in receipt of your letter of the 26th instant. Although the two sailing vessels you propose leaving will give a very inadequate support on account of the difficulty of moving them, their inability to lie close to the shore, and their projectiles being principally solid shot, yet, appreciating the importance of blockading Mobile and capturing

the vessel, I will interpose no further objections to the departure of the *Niagara* after the arrival of the *St. Louis*, provided the *Mohawk* is permitted to continue to guard the north pass, which I consider of great importance, and that the *Wyandotte* and *Water Witch* continue here with the *Huntsville* to enforce the blockade and protect the island.

I again respectfully request that you will order Captain Porter immediately to return to me the small schooner which I lent him especially to assist him here, and which in so extraordinary a manner he took away without my knowledge or consent.

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

HARVEY BROWN,
Colonel, Commanding.

Captain W. W. McKEAN,
Commanding Naval Forces off Pensacola.

P. S.—Since writing the above your communication has been handed to me. I will leave the *Mohawk* and *Huntsville* here, and will, in compliance with your request, direct Lieutenant Commanding Porter to order the schooner immediately back. The *Powhatan* is off Mobile, but it is very important that she should proceed to the Mississippi as soon as possible, for it will require three vessels to blockade that river. She had but one week's water when she left, and can not obtain a supply until she reaches the Mississippi.

(A true copy of a postscript in a letter from Captain McKean to me, the letter being on another subject.)

HARVEY BROWN,
Colonel, Commanding.

Report of Captain McKean, U. S. Navy, senior officer present off Pensacola, regarding affairs in relation to the defense of Fort Pickens and the blockade.

U. S. STEAM FRIGATE NIAGARA,
Off Pensacola, May 27, 1861.

SIR: I have the honor to announce my arrival at this place on the morning of the 25th instant.

Learning at Havana that the *St. Louis* was at the Tortugas, I sent the *Huntsville* there with an order to Commander Gibson to proceed to this place without delay. He has not yet arrived. Immediately on my arrival I issued orders to the commanders of the *Brooklyn* and the *Powhatan* to proceed to the mouth of the Mississippi, intending to proceed myself in this ship the same evening to Mobile. I was obliged, however, to change my purpose in consequence of a communication from Colonel Brown (copy enclosed, marked A; also a copy of a communication addressed to him by Z. B. Tower, major of engineers, marked B). On the receipt of this I had an interview with him. He said most decidedly that he considered the presence of this ship, or of some other large steamer, essential to the safety of the fort; that it would not be in his power to defend it should the rebels succeed in landing on the island of Santa Rosa and in erecting batteries in his rear, and that this could be prevented by ships only. He stated also that he was in hourly expectation of an attack; that the enemy had a force on shore of from 8,000 to 10,000 men, and at least 100 guns in battery.

I differ with him in opinion as to the necessity of a large steamer in rendering the required aid. I consider the *Sabine*, with a small steamer to tow her, if necessary, into a required position, sufficient to prevent a landing on the island.

Knowing, however, the importance attached to this point by the Government, I did not think it proper to leave, and therefore directed Commander Poor to station the *Powhatan* at Mobile, and to proceed in the *Brooklyn* to the Mississippi. On the arrival of the *St. Louis* I shall send her and the *Huntsville* to Mobile to relieve the *Powhatan* and allow her to proceed to the station first assigned to her. I do not consider the *Huntsville* of sufficient force, or I would send her at once to relieve the *Powhatan* off Mobile.

The *Wyandotte* was dispatched by Captain Adams on the 20th instant to Key West for the mail and to bring troops from that place ordered here by Colonel Brown. As soon as she arrives I will dispatch her or the *Mohawk* (now blockading the entrance to Pensacola Harbor at the lower end of the island of Santa Rosa), if either can be spared, to blockade Apalachicola, which I regard as an important point.

All the steamers are short of coal. The *Brooklyn* and *Powhatan* had but a week's supply when they left. I therefore send by the steamer *Water Witch* instructions to Lieutenant Commanding Craven at Key West to charter a vessel and send a supply to those ships. In the event of his not having it in his power to do this, I have written to Mr. Shufeldt, our consul-general at Havana, to purchase a cargo there, and to dispatch it without delay. Should convoy be required, I have directed Lieutenant Commanding Ronckendorff to afford it, and to take the vessel in tow when this can be done advantageously. After this service he is to return to this place.

It is essential that a vessel with coal should be kept here. Coal must be kept afloat, as it can not be landed except at a very heavy expense and at great risk, owing to the heavy surf on the beach.

Two vessels are not sufficient for the blockade of the mouth of the Mississippi, and I will send another as soon as practicable. I am desirous of blockading Mobile in this ship, as the distance from this place is short, and in the event of an attack on Fort Pickens a small steamer might be sent for me and I reach here in a few hours.

Water can not be procured at this place, and several of the vessels are short in their supply of it. The *Brooklyn* is the only vessel that has a condenser. No steamer should be sent here without one.

There are a number of ports on the Gulf which it is important should be blockaded by light steamers—Apalachicola, Charlotte Harbor, and Tampa, in Florida, and Berwick Bay, to the westward of the Mississippi, from which place I learn there is a railroad to New Orleans. A small vessel could also be employed to advantage off Ship Island, a short distance to the westward of Mobile.

Previous to leaving New York a requisition for \$20,000 for the use of this ship was made. I beg that money may be sent by the first opportunity, as the paymaster is without funds.

I learn from Captain Adams that his ship and the *Brooklyn*, if not shortly relieved, will require a supply of powder. Of this, however, he has already informed the Department.

I am, very respectfully, your obedient servant,

WM. W. MCKEAN,

Captain, and Senior Officer Present.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above I have had another communication from Colonel Brown, and have decided to leave here to-morrow for Mobile to relieve the *Powhatan*, which vessel will proceed to the Mis-

Mississippi. The *Sabine*, *Huntsville*, and *Mohawk* are here, and the *St. Louis* is hourly expected, which will be a sufficient force to blockade the harbor and aid in the defense of Fort Pickens should it be necessary.

[Enclosure A.]

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, May 25, 1861.

SIR: I have just received a letter from Captain Adams, commanding the U. S. ship *Sabine*, stating that—

The ship just arrived is the *Niagara*, Captain McKean. She has been ordered down here to blockade Mobile and the mouth of the Mississippi, and will require the *Brooklyn* and *Powhatan* or perhaps this ship to assist her. These vessels will sail this evening.

I respectfully represent to you that the taking away these ships will jeopardize the safety of this fort. The forces of the enemy are represented to be from 8,000 to 10,000 men. My force (exclusive of marines and sailors) is a little less than 700 for duty, so that if the ships are taken away I can not prevent a landing of the enemy on Santa Rosa Island, thus making a permanent lodgment there and subsequent approach to the fort.

The *Sabine* might be spared in case of great emergency, but neither of the steamers should be taken away at this time without a more pressing urgency than that of blockading Mobile Harbor.

I therefore enter my solemn protest against the removal at this time of any of the steamships from this harbor, the safety and preservation of this fort imperiously demanding their continuance here.

I enclose you the authority I have from the President of the United States to make this protest, the expedition named being the preservation of this fort; and I do now call on you in his name to aid me in preserving it by keeping these ships in their present position.

I am, sir, very respectfully, your obedient servant,
HARVEY BROWN,
Colonel, Commanding.

Captain MCKEAN,
Commanding Naval Forces off Pensacola.

[Enclosure B.]

FORT PICKENS, FLA., *May 25, 1861.*

SIR: I have the honor to state my opinion that Fort Pickens can not be successfully defended against the forces of the enemy now arrayed against it unless a sufficient number of steamships aid your command to prevent any landing upon Santa Rosa Island. Should the enemy once establish himself upon this island, in the absence of a powerful steam fleet he can in a few days put guns enough in battery behind the coast sand bank to prevent ships from approaching this end of the island, and thus be enabled to advance rapidly and reduce this place by a short siege. The heavy fire upon the flank and reverse of our land fronts will prevent us from making a strong resistance, if [it] does not dismount nearly all our guns. Two curtains of our two land fronts are seen in reverse by probably seventy or eighty guns of the enemy. The bastions are also seen in reverse and the whole work is exposed to a mortar fire that can penetrate almost every part of the work. If, now, the island be occupied by the enemy, the fire on every side from 10-inch, 8-inch guns, and seacoast mortars will be concentrated upon us in such power that we can not make a suitable resistance should that fire

leave us any guns mounted for the purpose. It is absolutely necessary that the Navy hold the island until troops come in sufficient numbers to perform that office.

Very respectfully, your obedient servant,

Z. B. TOWER,
Brevet Major, Engineers.

Colonel BROWN,
Commanding Department of Florida.

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, regarding the detention, for the use of the Government, of steamer Suwanee.

U. S. S. CRUSADER,
Key West, May 27, 1861.

SIR: I have the honor to report that on the 14th instant the steamer *Suwanee* (late *Pampero*) arrived here from New Orleans.

Under the proclamation of blockade, as also the order of the honorable Secretary of [the] Treasury, denying clearances to ports of "seceded States," I refused to permit the *Suwanee* to return to New Orleans. I offered to clear her for New York, which offer was declined. I therefore detained her for the use of the Government, and the captain relinquished the command.

The *Suwanee* belongs to the same company who loaned their steamer *Rusk* to the pirates who seized the *Star of the West*, and I must confess some degree of satisfaction in being thus able to inflict on that party a retaliation by using their own steamer in aid of the returning Texan troops.

I placed the *Suwanee* at the disposal of the commandant of this post, and sent her to Havana on the 18th instant to meet the troops who were said to have arrived there. Lieutenant Duncan, of this ship, was in command.

The two schooners had sailed from Havana before Lieutenant Duncan's arrival; he therefore cruised in search of the brig *Mystic*, about which great anxiety was felt. He fell in with her at sea and ordered her into this port, having first made tender of any aid they required.

On the 23d instant an order was received here from Colonel Brown for troops and stores for Fort Pickens, and at 10 [o'clock] that night Lieutenant Duncan sailed in the *Suwanee* with seventy soldiers and a full freight of stores of various kinds for Fort Pickens.

I will detain the steamer for the use of the Government, or such further orders as I may receive from the Navy Department.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

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

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, urging immediate repairs to that vessel.

U. S. S. CRUSADER,
Key West, May 27, 1861.

SIR: I have the honor to acknowledge the receipt of your communication of the 8th instant. I herewith transmit to you the plans of this

ship's boiler, and I can not too strongly urge that the work be put in hand at once, as the efficiency of this ship is of little comparative value at present with a pressure of no more than 12 to 15 pounds. We are constantly obliged to make repairs and can have no reliance on the boiler, which may fail us at a critical moment.

It is my desire to have the ship in a complete condition for any service which may be required.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

JUNE 27, 1861.

New boilers are being constructed at the New York navy yard.

B. F. ISHERWOOD,
Engineer in Chief.

Letter from the British acting consul, Mobile, Ala., to Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, regarding movement of British vessels from that port.

BRITISH CONSULATE,
Mobile, May 27, 1861.

SIR: I beg leave to enquire of you if you have any objection to permit the towboats towing to sea the few British ships now in port.

I have the honor to remain, sir, your most obedient servant,

JAMES MAGEE,
Acting Consul.

THE OFFICER COMMANDING THE U. S. SQUADRON OFF MOBILE.

Letter from Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, to the British acting consul at Mobile, regarding blockade.

U. S. S. POWHATAN,
Off Mobile, May 27, 1861.

SIR: In answer to your communication of May 27, 1861, I beg leave to inform you that British ships will be permitted to use towboats or any other means to get to sea, and that the towboats will not be molested by us in the discharge of their duty in so towing British ships. I beg leave to add that the 28th is, I believe, the day assigned for rigid blockade; but as I am here only temporarily and without special instructions, I will give the most liberal construction to the order. It would be better, if it can be done without injury to British interests, to get the ships to sea as soon as possible.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding.

JAMES MAGEE, Esq.,
British Acting Consul, Mobile.

Letter from officers of New York insurance companies to the Secretary of the Navy, requesting exemption from blockade in stated cases.

NEW YORK, May 28, 18[61].

DEAR SIR: The undersigned insurance companies are largely interested as insurers on many vessels bound from New Orleans to northern United States ports and to ports in Europe. Many of these vessels have left the city of New Orleans some time since, and we are informed now lie aground on the bar at the mouth of the Mississippi River, where they are obliged to remain until the water is sufficiently high to enable them to float over.

As the Government is about to establish a blockade of that port, our purpose is to ask the Government to give orders to the Gulf Squadron to exempt such vessels from the blockade as may have sailed from that port prior to the arrival of the blockading squadron, and which may have grounded in going out of the river.

We believe such orders can not compromise any rule of law, while they will greatly relieve commerce.

We have the honor to be, very respectfully, your obedient servants,

J. D. JONES,
President Atlantic Mutual [Insurance Company].
 M. H. GRINNELL,
President Sun Mutual Insurance Company.
 JOHN A. PARKER,
Vice-President Great Western Insurance Company.
 JOHN H. LYELL,
Vice-President New York Mutual Insurance Company.
 ALFRED EDWARDS,
President Pacific Mutual Insurance Company.
 WM. C. THOMPSON,
Vice-President Neptune Insurance Company.
 DANL. DRAKE SMITH,
President Commercial Mutual Insurance Company.
 LEOPOLD BIERWIRTH,
President Orient Mutual Insurance Company.
 JNO. S. TAPPAN,
Vice-President Union Mutual Insurance Company.
 W. WHIPPLE,
Vice-President Washington Marine Insurance Company.

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

Letter from the president of the Atlantic Mutual Insurance Company to the Secretary of the Navy relative to vessels seized by the Confederates in the Gulf of Mexico.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE COMPANY,
 51 Wall Street, corner William, New York, May 28, 1861.

SIR: We learn the ship *Danube*, bound from Liverpool, has been seized at or near Mobile, her destination, by privateers, and the ship *Ariel* at New Orleans. It is also reported that a number of other vessels have been captured near the mouth of the Mississippi River. We

have to ask whether the blockading squadron has been ordered to those ports and whether they can not be hastened to the relief of our merchant shipping.

. It is reported here that thirty-five vessels have received privateer commissions at New Orleans and are now depredating upon our commerce.

Trusting that ample and energetic protection will be given by the Navy Department to our merchant shipping, I am, very respectfully, your obedient servant,

J. D. JONES,
President.

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

Letter from the president of the Sun Mutual Insurance Company to the Secretary of State, urging the blockade of the Mississippi River.

OFFICE OF THE SUN MUTUAL INSURANCE COMPANY,
INSURANCE BUILDINGS, NO. 49 WALL STREET,
New York, May 29, 1861.

SIR: We feel very solicitous about the commerce of this country going from Europe to New Orleans. Yesterday we received accounts of the capture of four vessels off the bar, mouth of the Mississippi River, on their way to New Orleans. Had there been any vessels of war in that quarter they would have escaped by being ordered off and informed of the war. It is highly important that that river be blockaded at once, for unless it is the amount of property taken will be enormous.

In haste, very truly, yours,

M. H. GRINNELL.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Report of Commander Poor, U. S. Navy, commanding U. S. S. Brooklyn, of the capture by that vessel of barkentine H. E. Spearing and of the inefficiency of the blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Pass à l'Outre, May 29, 1861.

SIR: I have the honor to report that I captured as a prize the barkentine *H. E. Spearing*, of and for New Orleans, with a cargo of coffee from Rio de Janeiro. I have placed a prize crew on board in charge of Midshipman Manley and Boatswain Bartlett, with orders to proceed to Key West for adjudication.

I hope the Department will find it convenient to send additional men and officers to this ship, as her efficiency will be much affected by reducing her complement of either, especially the former.

I arrived off the Pass à l'Outre on the 26th instant and sent in a notification of a rigid blockade, allowing fifteen days to neutrals to depart, with or without cargo. In this I followed the precedent established at Pensacola. Under the head of neutrals I class the vessels of all nationalities at peace with the United States. I found several American

vessels on the bar; all of them had loaded and cleared before the proclamation of blockade was issued, but having no instructions or precedent to except American vessels so circumstanced, I have given them the usual warning not to leave. They appear to be bona fide United States vessels and their cargoes are mostly, if not entirely, foreign property.

If they are compelled to remain they may fall into the hands of the enemy, and if I capture them for violating the blockade there is a great doubt of their condemnation, and I shall have to weaken my ship by placing prize crews on board, with officers to take charge of them. In either case I think the United States will suffer more than the other party. I should like to have more definite instructions with reference to such cases. It has happened also that emigrant vessels have arrived short of provisions and water. To turn them off without supplying them with provisions is not only inhuman, but might subject them, among whom are women and children, to starvation. I can not well spare provisions from this ship, and it is impossible for them to procure them at New Orleans. I should like to know what course I am to pursue in such cases, especially when the vessels only contain passengers.

Several captures have been made by private armed steamers under the secession flag. Since my arrival they keep well up the river out of my reach. There is not water enough for this vessel to cross the bar, and if there was I could not take her through the intricate channel of the river without a pilot.

Without other vessels the blockade, I fear, will not be considered a legal one, as there are three or four entrances to watch. I can only guard the principal one (Pass à l'Outre), the only one at this time accessible to large vessels. Light-draft, swift steamers, with a gun or two of long range, are much needed, and I think it would require at least four vessels to effectually blockade the mouths of the Mississippi and New Orleans. The *Powhatan* is off Mobile.

It will soon be necessary to supply this ship with coal.

Vessels are often detained on the bar, waiting for a rise to get over, for several weeks. One English ship remains fast in the mud, with a cargo she took on board two months or more since. Do vessels under such circumstances come under the strict rule of blockade?

Very respectfully, your obedient servant,

C. H. POOR,
Commander.

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

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, of the capture of the schooner Mary Clinton.

U. S. STEAM SLOOP POWHATAN,
Off South West Pass, Mississippi River, May 30, 1861.

SIR: I have the honor to inform you that I have captured and sent home the schooner *Mary Clinton*, of New Orleans, for attempting to run the blockade after being warned by the frigate *Niagara* not to approach the Southern coast.

Gunner Duycker goes in charge of her, and is directed to proceed to New York to turn over the crew, whose times are mostly out. I beg leave to request that Gunner Duycker may be sent back to this ship by

the first favorable opportunity, and if we have to send North many prizes (which is more than probable) I request that an addition may be made to our crew by the first vessel that comes out.

I desire to draw your attention to the fact that the present allowance of crews to vessels is for peace establishment and is not suited at all to times of war, if it is intended that the vessels shall be efficient. I also request that this ship may be supplied with four midshipmen, as we have no master's mates, and no one to take charge of the boats.

I am at present engaged in blockading the South West Pass of the Mississippi, which will be done effectually.

Very respectfully, your obedient servant,
 DAVID D. PORTER,
Lieutenant, Commanding.

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

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, relative to capture of schooner Mary Clinton.

U. S. STEAM SLOOP POWHATAN,
Off South West Pass, Mississippi River, May 30, 1861.

SIR: I have the honor to transmit a roll of the persons attached to this ship on the 29th instant, the date of the capture of the schooner *Mary Clinton*.

I am, respectfully, your obedient servant, -
 DAVID D. PORTER,
Lieutenant, Commanding.

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

Letter from the Secretary of War to the Secretary of the Navy, requesting cooperation in the matter of increasing the defenses at Fort Pickens.

Secret and confidential.] WAR DEPARTMENT, *May 29, 1861.*

SIR: For increasing the defenses on Santa Rosa Island and restoring the equilibrium lost since the late completion of the Montgomery and Pensacola Railroad, which has enabled the rebels to multiply their batteries and arm them with large guns and mortars, the War Department desires the use of thirty IX-inch guns, navy pattern, with carriages and implements complete, and as many shells as can be supplied on short notice.

Understanding that you have at Portsmouth, or can have in a few days, the above number of guns, I request you to give the necessary orders for their shipment on board a steamer to be chartered and sent there to receive them by the War Department.

It is proposed to send out not less than two large steamers, with a regiment of troops.

It is important that these steamers should be each armed with at least two guns, the heavier the better, and supplied with some sailors of the Navy to work the guns, under the direction of a competent naval officer on each; these sailors, with those on the fleet off Santa Rosa, to be ready to assist in landing and setting these guns in battery on the island of Santa Rosa.

The steamers will be chartered or purchased as transports by the War Department, and their usual working crew and sailing commander, if chartered, will be furnished by the owners under their charter party.

As late advices from Fort Pickens show that some error has been committed which has left the fort insufficiently provided with ammunition and guns to resist a bombardment, daily threatened, all this should be executed with the greatest speed and secrecy.

The destination of the vessel and the character of her cargo should be kept secret from all but those to whom it is necessary to make them known in order to the speedy preparation of the expedition.

These vessels will carry also a supply of army X-inch guns, and of army shells, mortars, etc., and, it is hoped, a battery of Whitworth rifled guns and some rifled 42-pounders.

Heavy boats for landing the guns are needed.

If a suitable scow can be purchased and carried out by any naval vessel going to Fort Pickens it will much facilitate the landing of the guns and carriages. The next best means will be probably to send out paddle-box boats of large size.

In this the War Department must depend upon the cooperation of the Navy, which is earnestly invited, to secure the holding of Fort Pickens, whose military and political importance just now can not be exaggerated.

Respectfully, your obedient servant,

SIMON CAMERON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to the Chief of Bureau of Ordnance and Hydrography relative to shipment of guns to Fort Pickens.

NAVY DEPARTMENT, *May 30, 1861.*

SIR: You will direct the twenty-eight IX-inch guns belonging to the *Franklin's* battery, with carriages and equipments, and shells to be ready for immediate transportation.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain A. A. HARWOOD,
Chief Bureau of Ordnance and Hydrography.

Letter from Commander Poor, U. S. Navy, commanding U. S. S. Brooklyn, to Captain McKean, U. S. Navy, senior officer present, relative to affairs at the mouth of the Mississippi River, and desiring instruction in matters pertaining to the blockade.

U. S. S. BROOKLYN,
Off Pass à l'Outre, May 30, 1861.

SIR: I have just boarded the Mexican schooner *Brillante*, from Campeche. She has on board the American consul of that place, together with several passengers who came here (in ignorance of the blockade) for the purpose of getting passage to New York. Mr. Briccard's case is [such] a peculiar one that I advised him to proceed to Mobile and represent his case to you. It appears he has four sons at college at Mobile, and wishes to take them home if possible, or if not allowed to

do so, to remain with and protect them. I have encouraged him with the hope that you will be able to do something for him.

I fear cases of this kind, appealing perhaps too strongly to our sympathies, will be of frequent occurrence, and I would like to know your views upon the subject, as well as of many others. For example, vessels arrive with emigrants, having a number of passengers, short of provisions—not enough to take them to the nearest neutral port; they can not get supplied here, so I must either supply them or send them off to starve. I have turned off two Bremen ships, one so reduced that I had to supply them with bread, which I exchanged for cordage. I shall in the case of this schooner [have] to furnish beef, taking turtle in exchange. In one of the emigrant ships there was a young woman who was on her way to Texas to meet her intended husband. The captain represented that if she was not allowed to proceed she would have to return to Bremen, and in case of freight offering at New York to any other part of the world, he did not know what would become of her. I concluded, therefore, to let her proceed to New Orleans.

I arrived here about 2 o'clock on Sunday afternoon. The next day I furnished a notice of the blockade to the colonel commanding the Pass, allowing fifteen days to neutral vessels to depart.

I found a number of vessels, among them several American, in the mud at the bar, where they have to remain until a rise takes them off. One English vessel so situated had been detained two months nearly. There are several other American vessels a short distance within the river, detained for the same cause, all of which loaded and cleared before blockade. I should like to know if I am to include these American vessels among the neutrals and allow them the same facilities of departure. They are all bona fide American property and their cargoes belong to persons in England and France, and have probably been already paid for. Their clearances are, of course, Confederate, as are all the neutrals. If they are not allowed to depart they may be destroyed by the enemy, or towed back and seized. I can not cross the bar. There are several privateers, who keep up the river since my arrival. They have made several captures.

I captured a bark belonging to New Orleans, with a cargo of coffee from Rio, and have sent her to Key West for adjudication.

The *Powhatan* arrived here last evening, having in tow a schooner loaded with rice as a prize. She had been boarded by the *Niagara*, I believe.

Please inform me as early as possible what I am to do with the American ships, and in case the obstructions are not removed from the bar at the end of the fifteen days if the foreign ships should be allowed a longer time. It is my impression they should, as it is no fault of theirs if they are unable to move.

In case of the American ships, if left on the bar and not permitted to pass I think the interests of the United States will suffer much more than those of the other party. On the 6th of June I understand all American vessels in the port of New Orleans are to be seized, the captains and crews to be made prisoners of war.

I hope you will have an opportunity of replying to this at an early date. If I do not hear from you, I shall let the American ships depart. The *Powhatan* is off the South West Pass. I think another vessel quite requisite here.

I am, very respectfully, etc.,

CHAS. H. POOR,
Commander.

Captain W. W. MCKEAN.

Letter from Lieutenant-Colonel Fuller, C. S. Army, commanding Passes of the Mississippi River, to Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, regarding movement of neutral vessels.

SOUTH WEST PASS, MISSISSIPPI RIVER,
May 30, 1861.

SIR: The undersigned having been assured by Commander Poor, of the U. S. S. *Brooklyn*, that the tugboats would be permitted to take outward-bound neutral vessels over the bar at Pass à l'Outre without molestation for a period of fifteen days from the date of her arrival, and presuming that the steamer now at anchor at the South West Pass is here for the purpose of blockade, desires to know if the same privilege is extended to the boats at this Pass; also at what date the privilege will terminate.

Respectfully, sir, your obedient servant,

CHAS. A. FULLER,
Lieutenant-Colonel, C. S. Army, Commanding Passes.

COMMANDING OFFICER U. S. STEAMER AT SOUTH WEST PASS.

P. S.—The bearer of this, Mr. G. M. McLellan, will receive and carry to me your written reply to the above communication.

C. A. FULLER,
Lieutenant-Colonel.

Letter from Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, to Lieutenant-Colonel Fuller, C. S. Army, granting permission for neutral vessels to pass out of the Mississippi River until June 14, 1861.

U. S. STEAM SLOOP POWHATAN,
South West Pass, Mississippi River, May 31, 1861.

SIR: Your communication of yesterday's date, desiring to be informed if the privilege extended by Commander Poor, of the U. S. Navy, to the tugboats at Pass à l'Outre to take outward-bound neutral vessels over the bar at that Pass without molestation for a period of fifteen days from the date of his arrival will be extended to the boats at this Pass, has been received. You are informed in reply that the privilege asked for will be granted until the 14th of June next, inclusive, with the distinct understanding that American will receive the same assistance as foreign vessels, and any molestation, hindrance, or obstacle to the former will be immediately followed by a change of policy on my part.

I am, respectfully,

DAVID D. PORTER,
Lieutenant, Commanding.

Lieutenant-Colonel CHARLES A. FULLER,
Southwest Pass, Mississippi River.

Letter from the Secretary of the Navy to the President Atlantic Mutual Insurance Company, regarding establishment of blockade in the Gulf of Mexico.

NAVY DEPARTMENT, May 31, 1861.

SIR: I have received your letter of the 28th instant. A force of fourteen vessels is in the Gulf or on its way thither to blockade the

harbors and ports and protect our commerce in that quarter. To this force the Department is making additions with all the dispatch it can command. It is hoped the vigilance and activity of our squadron will terminate any serious depredations by privateers or illegal cruisers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

J. D. JONES, Esq.,

President Atlantic Mutual Insurance Company, New York.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, regarding the blockade at the mouth of Mississippi River.

U. S. STEAM SLOOP POWHATAN,
South West Pass, Mississippi River, June 1, 1861.

SIR: In the absence of a commander in chief and with no prospect of seeing one here for some time, I deem it my duty to communicate directly with the Department, to enable them to understand the exact position of affairs at the point where I am stationed to rigidly blockade the mouth of the river. Notice having been given in due form, vessels have been warned off or captured, according to circumstances.

Such is the anxiety of neutral vessels to get to sea before the day expires to prevent their exit that they tow down to the lower bar, where they invariably stick fast and remain mixed up in inextricable confusion. Some of these vessels have their flying jib booms at sea (or over the bar) while their sterns are fast in the mud, and they can not possibly move either way until the current of the river cuts them out or the tugboats come to their assistance. Under these circumstances, and not being instructed on this point, I have thought it nothing more than just to friendly powers to consider every vessel out of the port of New Orleans when she is fast on the bar of the Mississippi, and I there endorse their papers. In this arrangement I include United States vessels (already there) which are owned at the North and have European property on board, and hold subject to condemnation all vessels owned in New Orleans and carrying secession papers and colors. Some of the tugboats here, in defiance of all law, have enticed over the bar and made prizes of five or six American vessels, which have been condemned at New Orleans and awarded to the captors. This act justifies the holding of all vessels attempting to enter New Orleans, owned there, or sailing under secession flag and papers.

I sent a lawful prize to the United States on the 30th of May, and intend to dispatch another to-day.

Since this ship went into commission (now nearly two months) she has received no supply of coal. Having been fifty-four days under steam, we are really unable to go any distance without further supplies, nor can we chase vessels. We will soon only be able to lie at the bar like a sailing ship, without the ability of a sailing ship to maneuver under sail. I can not impress upon the Department too strongly the importance of having plenty of coal vessels at the points here where steamers of the Navy are blockading. The blockade of this part of the Southern coast is very incomplete for want of small steamers of very light draft of water. There are many points where the vigilance of our large steamers must be constantly eluded. All along from Mobile to the mouth of the Mississippi there are a dozen

places where commerce is carried on in defiance of United States ships. Then, from South West Pass to the westward, as far as Atchafalaya and Berwick Bay, where a railroad connects with New Orleans and supplies that place with provisions and munitions of war of all kinds. This blockade has created a great sensation here, and will, if effectually carried out, go far to bring about a change of public sentiment, or else ruin and depopulate New Orleans. The people generally will suffer much by it, and do not seem to view the prospect before them in a very favorable light. The *Brooklyn* is blockading Pass à l'Outre, 35 miles from here, but the South and North East Passes, between this ship and the *Brooklyn*, are open to small vessels and suitable for the entrance and exit of small vessels and privateers. There should be two steamers at the mouth of each Pass, one to lie at anchor and one to chase vessels with. The officers and crew are all well.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Lieutenant, Commanding.

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

Report of Lieutenant Adams, U. S. Navy, regarding the detention of the steamer General Miramon.

U. S. S. NIAGARA,
Off Mobile, June 2, 1861.

SIR: On the morning of the 31st of May the steamer *General Miramon* appeared off the mouth of the Mississippi River, flying English colors, steering for Pass à l'Outre. On seeing the U. S. S. *Brooklyn* she altered her course and steered for the South Pass. While endeavoring to enter this Pass, before the guns of the *Brooklyn* could reach her, she ran ashore. The *Brooklyn*, on coming within range, fired a shot at her and afterwards, seeing her propeller still moving, fired a second one (a shell). The *General Miramon* then got off the shoal and came alongside of the *Brooklyn*. She was boarded by Lieutenant Mitchell, who reported her as having papers all correct, except the register, which was a provisional one given by the English consul at New Orleans; also that the vessel had but one day's coal, water, and provisions on board, and that she had thirty-one passengers, among them five ladies and three children. Captain Poor then ordered me to take a boat's crew and bring the vessel here and report her case to you, as the *Brooklyn* could not conveniently furnish her with sufficient coal and proper provisions, and Captain Poor did not feel authorized to let the steamer pass in.

Her cargo consisted of cigars and fruit. Her passengers were chiefly foreigners.

Very respectfully, your obedient servant,

H. A. ADAMS, JR.,
Lieutenant, U. S. Navy.

Captain WILLIAM W. McKEAN,
U. S. S. Niagara.

[P. S.]—Four of the ladies were quite ill, and one of them so much so that I think she would have died if she had made another sea voyage. This lady being the mother of the three children, their suffering

was also very great. On my arrival here the *General Miramon* had but five hours' coal on board; the last of her provisions was being cooked, and she had only sufficient water for the day. She leaked very badly through her stern stuffing box, as the bolts were working out.

H. A. A., Jr.

Petition of master of British steamship General Miramon to senior officer present in Gulf of Mexico for release of that vessel.

ON BOARD THE BRITISH STEAMSHIP GENERAL MIRAMON,
June 1, 1861.

SIR: On the 28th ultimo I left Havana for New Orleans with twenty-eight passengers, and cargo composed of a few thousand cigars, with sufficient coal and provisions and water to last me for the voyage. I left Havana in perfect ignorance of the blockade, nor [had] the British consul had any intimation thereof.

In perfect good faith, therefore, my vessel was ordered back and prize crew put on board to carry her to Mobile and confer with the senior officer, and as such I address you to take my case under your serious consideration, and either allow me to proceed to Mobile or New Orleans. I have no coal, provisions, or water to carry me a longer voyage. My crew are shipped from New Orleans. If sent back to Havana when my owner is not there, how am I to procure the necessaries of life, pay my crew, and perhaps have to sustain litigation? Whereas if sent to Mobile I could communicate with my owner and make arrangements accordingly.

The circumstances are very distressing and certainly admit some extension of courtesy to a neutral vessel carrying on a lawful trade.

I am, sir, your most obedient [servant],

D. GOLDING,

Master of Steamship General Miramon.

[Captain W. W. MCKEAN, U. S. Navy.]

[Enclosure.]

I, Daniel Golding, hereby pledge myself that the steamer *General Miramon*, under my command, if allowed to enter the port of Mobile to land my passengers, will as soon as possible come out of that port without cargo, and will depart off the southern coast of the United States.

Witness my hand this 1st day of June, 1861, off Mobile.

D. GOLDING.

Witness:

JOHN GUEST,

First Lieutenant, Navy Aid.

Report of Commander Gibson, U. S. Navy, commanding U. S. ship St. Louis, regarding the withdrawal of that vessel from Fort Jefferson, Fla.

U. S. SHIP ST. LOUIS,
Off Pensacola, June 2, 1861.

SIR: I am requested by the commandant at Fort Jefferson (Major Arnold), Tortugas, to make known to you, as he has already done to

Colonel Brown, the commander in chief of this Department, his extreme disappointment at the withdrawal of this ship from that place, and the consequent failure of many of the plans which were being carried out for the strengthening of the works there, in which this ship was an important agent.

The men and boats of this ship have been employed since her arrival at that place in the furtherance of those works, and their withdrawal at this time is most severely felt; besides which, the approach to an important anchorage situated on the weaker side of the fortification was intrusted to her guardianship.

Having brought these facts to your notice, I have the honor to be, respectfully, your obedient servant,

ALEX. GIBSON,
Commander.

Captain HENRY A. ADAMS,
Senior Officer Present.

Report of Commander Shaw, U. S. Navy, commanding chartered steamer Montgomery, of the arrival of that vessel at Key West with stores.

U. S. CHARTERED STEAMER MONTGOMERY,
Key West, Fla., June 3, 1861.

SIR: I have the honor to report the safe arrival of this vessel at this port, five days and twenty-one hours from New York. All well.

In the absence of any officer senior to myself, I will discharge and turn over to the U. S. naval storekeeper at this place the stores put on board this vessel at the navy yard, New York, in pursuance of the orders of Commodore Breese, fill up with coal and water and proceed without delay in the further execution of your order* of the 17th of May.

I have the honor to be, with great respect, sir, your obedient servant,
T. D. SHAW,
Commander.

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

Report of Captain McKean, U. S. Navy, senior officer present off Mobile, regarding matters pertaining to the blockade.

U. S. STEAM FRIGATE NIAGARA,
Off Mobile, June 4, 1861.

SIR: I had the honor to address you on the 27th ultimo, off the harbor of Pensacola. I left there on the 28th for this place to relieve the *Powhatan*, which vessel proceeded at daylight on the morning of the 29th to the mouth of the Mississippi to join the *Brooklyn* in the blockade of New Orleans.

On the evening of the 31st ultimo Commander Glisson arrived in the *Mount Vernon* with a communication from Captain Adams, reporting the arrival of the steamer *Parkersburg* with a supply of fresh beef, live stock, vegetables, and stores for the use of the vessels in the Gulf.

* See p. 175.

In the absence of Flag-Officer Stringham Captain Adams opened the communication from the chief of the Bureau of Provisions and Clothing. The *Mount Vernon* returned to Fort Pickens on the morning of the 1st instant, and I instructed Captain Adams, after having taken out the proportion of provisions, vegetables, etc., for the *Sabine*, *St. Louis*, *Huntsville*, *Mohawk*, *Wyandotte*, and the *Release*, to dispatch the *Parkersburg* in tow of the *Mount Vernon* to this place. I will take from her the proportion for this ship and dispatch her in a like manner to supply the *Brooklyn* and *Powhatan*. After this Commander Glisson will proceed to act under his order from the Department.

On the morning of the 1st instant the English steamer *General Miramon*, Captain Golding, arrived here in charge of Lieutenant Adams and a boat's crew from the *Brooklyn*. Commander Poor states in a letter to me that he was not satisfied as to the correctness of her papers, and that she endeavored to force the blockade. She was from Havana with thirty-six passengers (a list herewith enclosed), having no cargo except a few thousand cigars and a little fruit. She was furnished with a provisional register signed Wm. Mure, her Britannic Majesty's consul, New Orleans, dated May 4, 1861 (previous to the blockade). It appeared to be genuine. The captain stated that neither he nor the British consul at Havana was aware of the blockade.

As the vessel did not attempt to enter port after having been boarded and warned off, and as the order of the Department directs that no neutral vessel proceeding toward the entrance of a blockaded port should be captured or detained if she shall not have previously received from one of the blockading squadron a specific notice of the existence of the blockade, I did not think there were sufficient grounds for her capture. Lieutenant Adams, immediately on his coming on board, stated that there was great distress among the passengers; that the last meal had been served; that there was water only for the day, and that the vessel was leaking badly and had but four hours' coal on board. Three ladies among the passengers were very ill; one of them, an American, in premature travail, brought on by alarm caused by the firing of a shot over the *Miramon* by the *Brooklyn*, and subsequently another by the *Mount Vernon* off this place. It was thought that if not landed she would not live through the day.

Not having coal or water to spare, and there being no means of sending the passengers on shore, the females not being in a state to bear removal in a boat, I decided, as an act of humanity, to let the vessel go into Mobile, having first, however, received the written pledge of the captain that he would come out without cargo as soon as he could obtain a sufficient supply of coal, water, and provisions to carry him off the coast. I can not but hope that my action in the case will be approved by the Department. The *Miramon* is a small and very old vessel, having her boilers and part of her machinery on deck.

Commander Poor, in a communication of the 31st ultimo, says:

Vessels arrive with emigrants, having a number of passengers, short of provisions—not enough to take them to the nearest neutral ports; they can not get supplied here, so I must either supply them or turn them off to starve. I have turned off two Bremen ships, one so reduced that I had to supply them with bread, which I exchanged for cordage.

He also says:

I found a number of vessels (among them several American) in the mud at the bar, where they have to remain till a rise takes them off. One English vessel had been detained two months nearly. There are several other American vessels a short distance within the river, detained for the same cause, all of which loaded and cleared before the blockade. I should like to know if I am to include the American

vessels among the neutrals, and allow them the same facilities of departure. They are all bona fide American property, and the cargoes belong to persons in England and France. Their clearances are all Confederate, as are all the neutrals. If they are not allowed to depart they may be destroyed by the enemy or towed back and seized. I can not cross the bar. There are several privateers, who keep up the river since my arrival; they have made several captures.

Commander Poor requests to be informed what he is to do with the American ships, and in case the obstructions are not removed from the bar at the end of the fifteen days, if the foreign ships are to be allowed an extension of time.

Flag-Officer Stringham not having arrived, I shall instruct Commander Poor to allow the neutral ships an extension of time, and to place the American vessels on the same footing if clearly satisfied that the cargoes are not the property of citizens of New Orleans or of any of the secession States, and to permit them to employ tugs to drag them over the bar as soon as possible.

In regard to emigrant ships, I have instructed him that if after a careful examination he is clearly satisfied that they have not sufficient provision and water to carry them to the nearest neutral port, he may allow the emigrants to be sent to New Orleans.

I can see no other course, as it would not be proper to turn off innocent people to suffer and perhaps perish by starvation or drought. I presume there will be but few more cases of the kind, as the news of the blockade will have soon reached Europe. Commander Poor states in his communication that he has been informed that all American vessels in the port of New Orleans after the 6th instant will be seized and the captains and crews made prisoners of war.

The *Brooklyn* and *Powhatan* are both getting very short of coal, but I hope a supply will soon reach them from Key West or Havana. No neutral vessel has arrived off this place since the commencement of the blockade, and all neutral and American vessels have left Mobile. Two English ships and an American brigantine, belonging to and bound to New York, came out on the 31st ultimo. A small steamer is needed here, and several at the mouth of the Mississippi.

This ship is very slow in answering her helm, and, owing to this and her very great length and heavy draft of water, is much less efficient in blockade than she would be in an attack upon a fort or batteries, for which service, with her twelve XI-inch guns, she is admirably calculated.

I am, very respectfully, your obedient servant,

WM. W. MCKEAN,
Captain, Senior Officer Present.

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

Report of Lieutenant Craven, U. S. Navy, commanding U. S. S. Crusader, regarding condition of that vessel.

U. S. S. CRUSADER,
Key West, June 4, 1861.

SIR: By the last mail I forwarded to the Navy Department drawings of the boiler of this ship.

I am extremely anxious that the ship shall be rendered efficient for active service. We are now perfectly helpless about one-half the time from the constant and increasing leaky condition of the boiler. Let

me urge upon you the importance to me of expediting the new boiler, as in these times one does not wish to be inactive.

Very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Lieutenant, Commanding.

JOHN LENTHALL, Esq.,
Chief of Bureau of Construction, etc.

[Endorsement.]

JUNE 19, 1861.

A drawing of a new boiler for the *Crusader* has been sent to the New York navy yard with instructions to build it with all practicable dispatch.

B. F. ISHERWOOD,
Engineer in Chief.

Report of Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch, of the arrival of that vessel at Key West from Fort Pickens.

U. S. S. WATER WITCH,
Off Key West, June 4, 1861.

SIR: I arrived here on the 31st ultimo from Fort Pickens. I am having repairs done to the engine and boilers, deemed necessary by the senior engineer. I hope to get through with them and coal, so [as] to leave when the mail arrives, which is expected within the next forty-eight hours.

I left the anchorage off Pensacola bar at 11 a. m. on the morning of the 28th ultimo, in company with the U. S. S. *Niagara*, losing sight of her about 2 p. m. The *Sabine* and *Huntsville* were at anchor when I left.

About 150 miles out I spoke the steamer *Mount Vernon*, having in tow the steamer *Parkersburg*, which was disabled from the breaking of her shaft.

Since my last communication there has been a case of smallpox on board, but of a mild form and of short duration; at present all are well.

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

WM. RONCKENDORFF,
Lieutenant, Commanding.

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

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of the detention of the U. S. S. Mount Vernon.

U. S. FRIGATE SABINE,
Off Pensacola, June 4, 1861.

SIR: In consequence of the breaking of the shaft of the hired steamer *Parkersburg*, I have found it necessary to detain the *Mount Vernon* at this place five days, and then send her to tow the *Parkersburg* to the *Niagara*, off Mobile.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, and Senior Officer Present.

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

Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, of the position of the vessels in the Gulf.

U. S. FRIGATE SABINE,
Off Pensacola, June 5, 1861.

SIR: I have the honor to report the arrival of the steamer *Mount Vernon* from New York at this place on the 30th ultimo. She had in tow the *Parkersburg*, laden with live stock and fresh provisions for the squadron, which vessel had broken her shaft on the passage out. The supply of fresh provisions is very seasonable. The scurvy has nearly disappeared from this ship. The *Niagara* is off Mobile; the *Brooklyn* and *Powhatan* off the mouth of the Mississippi.

No demonstrations have yet been made against Fort Pickens. I continue to occupy a position with this ship which I think will effectually prevent hostile troops from approaching it by way of Santa Rosa Island.

Yesterday the *South Carolina* arrived from Boston with some heavy mortars and ordnance stores for Fort Pickens, which I will have landed as soon as practicable.

The boats of this ship are now engaged in discharging a schooner loaded with similar materials.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer Present.

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

Report of Commander Alden, U. S. Navy, commanding U. S. S. South Carolina, of arrival off Fort Pickens.

U. S. S. SOUTH CAROLINA,
Off Fort Pickens, June 5, 1861.

SIR: I have the honor to report my arrival here last evening, after a delay of some thirty-six hours at Key West, occasioned by some necessary repairs to machinery and coaling.

Respectfully, sir, your obedient servant,

JAMES ALDEN,
Commander.

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

Report of Captain McKean, U. S. Navy, senior officer present off Mobile, of the position of vessels and affairs in the Gulf, and of the capture of the schooner Aid in Mobile Bay.

U. S. STEAM FRIGATE NIAGARA,
Off Mobile, June 6, 1861.

SIR: The steamer *Parkersburg* arrived here on the evening of the 4th instant from off Pensacola. Having carried away her shaft, she was brought here in tow of the *Mount Vernon*. The proportion of the supplies for this ship will be transferred from her to-day, and she will proceed this evening to the mouth of the Mississippi to deliver the balance to the *Brooklyn* and *Powhatan*.

The fresh provisions and vegetables are very acceptable, as the crews of most of the vessels have been long without a supply of this kind.

I learn from Captain Adams that the *St. Louis* had arrived, and I herewith enclose a copy of a letter received from her commander. I have instructed Captain Adams to send the *St. Louis* to this place on the 10th instant. Upon her arrival, I will proceed with the *Niagara* off Pensacola and dispatch the *Huntsville* immediately here. By that time I hope the *Wyandotte* will have returned from Key West, where she has been detained to repair her machinery. On her arrival, as more vessels are needed at the mouth of the Mississippi, I shall proceed there in this ship, unless I hear in the meantime that other vessels have reached there.

A supply of coal will soon be needed for the *Niagara*. I have not ordered it from Key West, as I am informed by your chief engineer, Mr. Long, that when he left New York vessels were about being chartered to bring down a supply. Should it not arrive I may be compelled to proceed to Key West.

I neglected to report in my communication of the 4th instant that on my arrival at Pensacola I administered an oath (a copy of which is herewith transmitted) to the officers of the *Sabine*, *Brooklyn*, *Powhatan*, *Huntsville*, *Water Witch*, and *Release*. It was taken, I believe, and subscribed to by all, with the exception of two or three of the *Powhatan*, who were unable to get on board the *Niagara* for the purpose, and Lieutenant J. L. Broome, Lieutenant George R. Graham, of the Marine Corps, and Second Assistant Engineer Marshall P. Jordan, who refused. I leave them to assign their reasons to the Department.

No opportunity of sending these officers to the North offered at the time, but as Commander Glisson has orders to proceed in the steamer *Mount Vernon* to the Chesapeake, I shall order them to take passage in her, and on her arrival to report to the senior naval officer there. Some of the officers considered the administration of the oath by me a high-handed measure, but I trust it will meet your approbation.

A schooner, supposed to be armed, and having a number of men on her deck, has been seen for a number of days past beating about the harbor of Mobile, just within the bar. Yesterday morning she was discovered becalmed alongside the wreck of a large ship, with a number of hands apparently engaged in dismantling her. Lieutenants Guest, de Krafft, and Lieutenant Butler, of the marines, and Midshipmen O'Kane, Swann, and Casey, were dispatched in three boats to cut her out, the boats being towed in near the bar by the steamer *Mount Vernon*. They reached the schooner about 3 o'clock, took possession, and brought her out. She is not armed, but is a strong-built and well-found vessel of about 100 tons, called the *Aid*, and belongs to Mobile.

Had I not supposed she was armed I would not have sent in after her. I feel justified, however, in keeping her, as the enemy have captured several of our vessels in the Mississippi. She sails fast, and I purpose to mount a 24-pounder howitzer upon her (she could carry a long 32-pounder) and to employ her to aid in the blockade until the arrival of the flag-officer, when she can be restored or sent to Key West for adjudication, as he may deem best.

I am, very respectfully, your obedient servant,

WM. W. MCKEAN,

Captain, and Senior Officer Present.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I find that I misunderstood Mr. Long in regard to a supply of coal. He states that vessels were about being chartered for Key West, not the Gulf.

[Enclosures.]

Copy of oath.

We, the undersigned, officers of the United States Navy, do solemnly swear to bear true allegiance to the United States of America, and to serve them honestly and faithfully against all their enemies or opposers whomsoever, and to observe and obey the orders of the President of the United States of America and the orders of the officers appointed over us, and in all things to conform ourselves to the rules and regulations which now are or hereafter may be enacted by Congress for the better government of the Navy of the United States, and that we will support the Constitution of the United States.

U. S. SHIP ST. LOUIS,
Off Pensacola, June 4, 1861.

SIR: I consider it my duty to bring to your notice the state of the ship under my command, so that in the event of anything occurring in which the matters reported are involved I shall be relieved of any responsibility.

This ship was fitted out for two years' cruise. She has now been out two years and five months. During the greater part of that time she was on the Mosquito coast, where the rains are almost constant (the intervals being but very short); her sails consequently suffered very much, and she has at this time but one suit, and they are not to be depended upon in case the ship should be caught in a gale on a lee shore where they would be required to claw the ship off; and in the performance of this duty of blockading she is most likely at some time to be brought in such a position, when she must inevitably go on shore. I would also state that there is not a spare breeching in the ship, and those which are now in use have seen good service.

In addition to the foregoing important matters, I would respectfully state that the men of this ship, as represented to me by the surgeon, are in a completely enervated state, having been cooped up in this ship in a tropical climate for nearly two years and a half, and they are consequently most susceptible to disease, which is evidenced by the fact that the sick list has shown an average of twenty-eight for the last week. That number of men, added to the number that the ship is short of her complement, which is twelve, makes us forty working men deficient, which is materially felt in her management.

I feel sure if the Department were aware of the condition of this ship and crew, and of her utter inefficiency in her present state for this kind of duty (taking her safety into consideration), that they would immediately order her home for another outfit.

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

ALEX. GIBSON,
Commander.

Captain WILLIAM W. MCKEAN,
Senior Officer Present off Mobile.

Extracts of personal letter from Captain Adams, U. S. Navy, senior officer present off Pensacola, to Captain Du Pont, U. S. Navy, relative to affairs in the Gulf of Mexico.

[U. S. FRIGATE] SABINE,
Off Pensacola, June 6, 1861.

MY DEAR DU PONT: Since the monstrous long letter I wrote to you some time ago not much of any consequence has transpired here. Fort

Pickens is still safe, though threatened by Bragg with 8,000 or 10,000 men, and our heavy work and vigilance still continue. It seems as if heavy guns, mortars, military stores, provisions, etc., never would cease arriving for the fort, and this ship has to land them all, for McKean came here the other day and carried off the *Brooklyn* and *Powhatan* to blockade Mobile and the mouth of the Mississippi. I have seen in the Philadelphia Evening Bulletin a very handsome and complimentary defense of my character and actions against an attack by some anonymous writer from the *Brooklyn* in the New York Tribune. The article in the Tribune is a tissue of lies from beginning to end, and is written by someone who in a former communication did us a great deal of mischief here, which I will tell you of some of these days. I suspect who it is, and he has no great reason to like me personally. The officers of this ship are very indignant and would like to do something terrible. But who can fight against a shadow?

* * * * *

The *South Carolina* arrived here the day before yesterday from Boston. Alden, who commands her, says Mervine is on his way here in the *Mississippi*, and this ship is ordered to Portsmouth, N. H. If this is so, I may hope to see you before long and have a good old-fashioned talk about times past and present. In the meantime, God bless you. * * *

Ever truly, your attached friend,

H. A. ADAMS.

Captain S. F. DU PONT.

Report of commandant navy yard, New York, regarding surfboats for Gulf Squadron.

NAVY YARD, NEW YORK, June 7, 1861.

SIR: I was directed on the 16th of May ultimo, by a telegraphic dispatch from the Department, to send surfboats to the Gulf. The number was not stated nor any especial order for their disposition on arrival there. I purchased two which were ready and sent them by the steamer *R. R. Cuyler*, to be delivered to the commanding officer of the Gulf Squadron. Six more will be ready in four days, and I intended to send them by the *Daylight*; she goes, however, to the Chesapeake. What disposition shall I make of the six when ready?

A telegram directed to Captain Foote was received last evening in relation to boats for landing guns, stores, etc. I enclose it to the Department that it may see its indistinctness and informality. If I was informed of the size and the guns to be put in them for conveyance, where to send and to whom to consign them, I could more readily subserve the public interests. I respectfully request instructions. If the *Potomac's* launches are used for this purpose new ones must be constructed, which can be done before she can be got ready for sea. Besides her two launches we have one other and three cutters to spare.

Very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

BROOKLYN, *June 7, 1861.*

Telegram from Colonel Meigs to Captain Foote relative to boats is received, which I do not understand. Will the Department send me explicit instructions?

We have six launches and cutters available. Two of the launches belong to the *Potomac*.

SAML. L. BREESE.

Commodore PAULDING,
Navy Department.

Order of the Secretary of the Navy to commandant navy yard, New York regarding surfboats.

NAVY DEPARTMENT, *June 8, 1861.*

SIR: Your letter of the 7th instant has been received. The six surfboats referred to can be sent to the Gulf as convenient opportunities offer. Each vessel should have one whaleboat.

Colonel Meigs or his agent can have any launches that are suitable for landing guns on Santa Rosa Island, provided the Navy can spare them, he receipting therefor.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore S. L. BREESE,
Commandant Navy Yard, New York.

Report of Lieutenant Mullany, U. S. Navy, commanding U. S. ship Supply, of the arrival of that vessel at New York from Pensacola.

U. S. SHIP SUPPLY,
Navy Yard, New York, June 14, 1861.

SIR: In obedience to instructions, a copy of which is herewith enclosed, I sailed from the anchorage off Pensacola the 12th ultimo, touching at Tortugas and Key West to deliver provisions to the *St. Louis* and *Crusader*, and have arrived at this port this morning in twelve days from Key West, bringing home twenty-four invalids from the fleet.

I have to call your attention to the accompanying report in relation to the conduct of Charles H. McCann. I have just received a letter from him and enclose a copy of it. He is now in confinement, where I shall keep him awaiting instructions in reference to his case.

I enclose a list of the officers and crew attached to the *Supply*.

I am, sir, respectfully, your obedient servant,

J. R. M. MULLANY,
Lieutenant, Commanding.

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

[Enclosure.]

U. S. FRIGATE SABINE,
Off Pensacola, May 11, 1861.

SIR: As soon as the *Supply* is ready for sea and you have received the sick of the squadron on board you will proceed to Tortugas and

deliver to the *St. Louis* the provisions and stores you have on board for her. After this you will go to Key West and give the *Crusader* her provisions. Should any stores or provisions remain after supplying these vessels you will leave them with the naval storekeeper at Key West. You will then proceed direct to New York, and on arriving there report by letter to the honorable Secretary of the Navy.

Very respectfully, your obedient seryant,

H. A. ADAMS,
Captain, Senior Officer Present.

Lieutenant J. R. M. MULLANY,
Commanding U. S. S. Supply.

Abstracts of log books of United States vessels which served in the Gulf of Mexico during the period from November, 1860, to June 7, 1861.*

Abstract log of the U. S. S. *Crusader*, Lieutenant T. A. Craven, commanding, March 16 to May 20, 1861.

March 16, 1861.—At 1:40 p. m. got underway and stood down to Sandy Hook.

March 25.—At 6:35 a. m. came to anchor off Government wharf (Key West).

April 13.—At 5 p. m. steamed down to Fort Taylor; anchored off the fort and received thirty-two soldiers and accouterments; took a barge in tow with guns and ammunition. At 10:45 sent troops on board and lighter alongside the U. S. S. *Atlantic*.

April 26.—At 8 a. m. standing for Havana.

April 27.—From 8 to meridian: Saluted the Spanish flag with twenty-one guns and the Spanish admiral with thirteen guns.

April 30.—At 7:40 p. m. came to anchor off Key West.

May 8.—From 8 to meridian: Boarded the English schooner *Mary Jane* from Nassau and gave him a copy of the declaration † of the blockade at this port: From meridian to 4 p. m.: Boarded the smack *W. H. Middleton*, from Havana; no cargo. On the 7th of May boarded an American schooner from Vera Cruz.

May 11.—At 5 p. m. hove up anchor and stood to sea. At 7 Morro light [Havana] bore by compass S. $\frac{1}{2}$ W., 8 miles.

May 12.—At 6:25 a. m. came to off Key West. From meridian to 4 p. m.: Boarded schooner *Elizabeth Russel*, from Cedar Keys, and the *Fashion*.

May 15.—From 8 to meridian: Fired a shot across the bow of the steamer *Louisiana* to make her show her colors. Brought the sloop *Burrows* to with a shot.

May 18.—From 8 to meridian: Fired a shot to prevent the sloop *Ellen Galligen* from sailing contrary to orders.

May 20.—From 4 to 8 a. m.: Brig *Mystic* arrived with troops; boarded a brig arrived yesterday. From 8 to meridian: Seized the smack *Nep-tune* and anchored her under the guns of Fort Taylor. Mounted 24-pounder howitzer on port bow; sent on board the cutter *Appleton* four men with 12-pounder howitzer, in charge of Lieutenant Duncan.

* Where vessels are mentioned in the preceding text and no abstract log appears in this work it is either because the log books have not been found or the incidents mentioned in them are not of sufficient importance to justify their publication.—COMPILERS.

† See p. 159.

Abstract log of the U. S. S. Niagara, May 5 to June 7, 1861, Captain William W. McKean, commanding.

May 5, 1861.—At 2 p. m. got underway and steamed out of the harbor [New York].

May 10.—At 8:30 p. m. fired a gun and brought to the American ship *Katahdin*, from Liverpool to Savannah; lowered the second cutter, boarded her, and warned her off the coast. At 10:45 came to off Charleston.

May 11.—At 11:50 a. m. hoisted the ensign and fired a gun and brought to a large ship showing English colors; lowered second cutter, boarded and warned off the English ship *Boyne*. At 1 p. m. discovered a steamer standing out of Charleston Harbor; stood for her and discovered a second steamer having the Confederate flag and apparently filled with men; beat to quarters and prepared for action, loading both batteries with 15-second shell. On nearing the entrance to South Channel one steamer stood into port, the other keeping close inshore beyond our range; steered apparently for Savannah. Discovered twenty-eight large armed launches filled with men on the bar abreast the light-house. At 3 continued in chase. At 4 the chase, being unable to pass clear of us, continued in shoal water and put back to Charleston.

May 12.—At 7:30 a. m. boarded and warned off several ships bound for Charleston. From 8 a. m. to meridian: At 9, observing the American ship *General Parkhill* was making signals with the shore, fired a shell across her bows and brought her to; sent a boat alongside and took possession of her. At 11:30 sent Midshipman Schley and a prize crew of ten men on board. The *General Parkhill* was owned in and bound for Charleston.

May 13.—At 4:45 p. m. a small steamer carrying English colors and a flag of truce at the fore came alongside and the English consul came on board.

May 19.—At 9:50 a. m. ran into the harbor of Havana. Sent an officer and boat's crew to haul down two Confederate flags flying at the mastheads of two brigantines, who wore an exceedingly small American flag at their main topping lifts. Confederate flags were hauled down and boat returned.

May 25.—At 8:45 came to anchor off Santa Rosa Island, Florida.

May 29.—At anchor off Mobile. At 3 p. m. Fort Morgan tried the range of one of her heavy guns with shell, reaching nearly across the main channel.

May 31.—Boarded the *Velasco* from Galveston and ordered her to hoist her colors; she replied that she had none; sent an officer to board her, and brought her captain on board; sent her captain back, hoisted the boat, and stood for the bar. From meridian to 4 p. m.: Standing off and on the entrance to Mobile Bay. At 2 boarded the English ship *Perthshire*, from Mobile for Liverpool. At 5 boarded the ship *Bramley Moore*, from Mobile for Liverpool. From 6 to 8 boarded the brigantine *East* and brought the captain on board. The *East* was from Mobile, bound to New York with a cargo of resin and turpentine.

June 1.—At 8 a. m. the *Mount Vernon* returned, bringing back the brigantine *East*, which had been suspected of making night signals to the shore. On examination released her and she sailed for New York. At 11 discovered a steamer under the land standing toward us, the *Mount Vernon* intercepting her and firing two guns. We got underway and stood for them. She proved to be the English steamer *Miramón*, under consular papers from Havana, with passengers for New Orleans,

and was sent up by the *Brooklyn* for trying to avoid being informed of the blockade of New Orleans. On examination, finding she was out of provisions and coal and her passengers in distress, she was permitted to land them at Mobile under pledge to leave port without cargo as soon as she should obtain provisions.

June 5.—At 1 p. m., observing operations of a suspicious character going on on board of a hulk lying between Dauphin and Sand Islands, and that communication was taking place with a schooner anchored near her, sent the *Mount Vernon* with our second and fourth cutters and the *Dolphin* in tow to examine the hulk and cut out the schooner. From 6 to 8 p. m.: The boat expedition returned with the schooner *Aid*, of Mobile, as a prize.

June 7.—At 7 p. m. got underway and stood for a schooner; hailed her and found her to be the *Eliza Fiske*, of Key West, bound to New Orleans; brought the captain on board with his papers, but having no clearance ordered him to anchor near us for the night.

Abstract log of the U. S. S. Powhatan, April 5 to June 3, 1861, Commander D. D. Porter, commanding.

April 5, 1861.—Ship put in commission at Brooklyn navy yard.

April 6.—At 5:40 p. m. discharged the pilot and took our departure.

April 17.—At 1:30 p. m. came to anchor off Santa Rosa Island, Florida.

April 18.—Off Fort Pickens. At 1 p. m. dispatched working boats. Made a schooner with a gun amidships and a large number of men on board, standing on and off Santa Rosa Island. Called away first launch, put on board the gun, and sent her in charge of Lieutenant Thompson to anchor off the beach and open fire upon her [the schooner]. Lieutenant Thompson returned with the launch.

April 23.—From 6 to 8 p. m: Information having been received from Colonel Brown, commanding Fort Pickens, that the secessionists with two steamers and several boats were attempting to land on Santa Rosa Island, Lieutenant Thompson was dispatched with the second launch, armed with a howitzer and marines to watch their motions. The *Sabine* and *Brooklyn* also sent a boat.

May 1.—From 8 to meridian: Received from the shore a 12-pounder howitzer. At 11:20 a. m. a tugboat flying the Southern Confederacy flag came out and went alongside the *Sabine*.

May 14.—From 4 to 8 a. m: Sent on board the *Philadelphia* two heavy 12-pounder howitzers, with field and boat carriages and all the appurtenances complete.

May 15.—From meridian to 4 p. m: Lieutenant Brown in the *Oriental* boarded the schooner *Diana*, from Mobile, bound to Pensacola; brought on board from her passengers Mr. Russell, of the *London Times*, and suite. Sent them to the *Sabine* to communicate with Captain Adams, who granted them permission to enter the harbor.

May 20.—Lieutenant Brown boarded the schooner *Gulf Ranger* and warned her not to come out the harbor. An officer went from her to the *Sabine*. The tugboat with a flag of truce at 1:15 p. m. stood in for the harbor again. At 8:30 rockets were fired on shore; they were answered by the *Sabine*, *Brooklyn*, and this ship. Called away all boats and armed them.

May 21.—At 8:30 p. m. sent second cutter with armed crew, in charge of Lieutenant Smith, to report to Colonel Brown at Fort Pickens.

May 21.—At 12:30 a. m. armed the third cutter and sent her away in charge of Lieutenant Harris, to cut out a schooner at anchor near the mouth of the Perdido River. At 3:40 p. m. Lieutenant Harris returned, and reported having gone to the westward about 18 miles, and that the vessel after which he was sent was a wreck that had been there some time.

May 26.—Received orders from Commander Poor to go off Mobile and remain there until relieved. At 9:30 p. m. descried the fort, and anchored off Mobile. Observed on Fort Morgan the American ensign, union down, under the Confederate flag.

May 28.—The steamer *Swan* came out with a flag of truce. Lieutenant Ball, of the Southern Army, came on board and delivered a communication from the acting British consul, and returned with an answer.

May 29.—Lieutenant Thompson was temporarily detached from this ship and ordered to take charge of the schooner *Oriental*, and go to Pensacola and deliver her up to Colonel Brown. At 2:20 p. m. spoke the schooner *Mary Clinton*, of New Orleans, from Charleston, S. C., bound to New Orleans, and ordered her to heave to. Sent Lieutenants Brown and Smith on board to examine her papers. Found that the register had been endorsed by the *Niagara*, off Charleston, S. C., warning her off the Southern coast. Seized her as a lawful prize; sent Lieutenant Queen as prize master, with two marines.

May 30.—At 2:05 p. m. came to anchor off South West Pass, Louisiana.

June 2.—From 12 to 4 p. m.: Lieutenant Brown boarded the English schooner *Andromeda* and English brig *Kate*, warning them not to enter any port south of Baltimore except Key West. While on board the *Andromeda* Lieutenant Brown was asked by a man calling himself George Ellis, of Worcester, Mass., for protection from the United States, stating that he had been taken prisoner while employed as cook on board the American ship *Marshall* by the rebel privateer *V. H. Ivy*; that he had been imprisoned eight days in New Orleans, and that after his release he concealed himself on board the *Andromeda* with the intention of escaping and joining some vessel of the blockading squadron. Mr. Brown brought him on board and he was shipped as landsman. The captain of the *Andromeda* told Lieutenant Brown that he had never seen the man before.

June 3.—Off South West Pass, Mississippi River. Discovered from top masthead indications of a battery being erected on the point above Pilot Town. It looks as if a hulk and tents were placed there and men at work. Discovered the tugboat *Ocean* coming down the river with a flag of truce; had also the English, French, and Bremen flags. At 3 p. m. sent the bark alongside the tugboat and brought the English, French, Bremen, and Spanish consuls on board.

Abstract log of the U. S. S. *Sabine*, Captain H. A. Adams, commanding, April 12 to July 5, 1861.

April 12, 1861.—At anchor off Pensacola light. From 6 to 8 p. m.: Hoisted out first cutter and sent it armed and equipped in charge of Lieutenant L. H. Newman with marines to the steamer *Brooklyn*. From 8 to midnight: Hoisted out launches; sent Companies A, B, C, and D, landing parties, in charge of Lieutenant Lewis (R. F. R.) to the *Wyandotte* to reenforce Fort Pickens. At 9 the light of the light-house was put out.

April 13.—At 6:30 a. m. the steamers *Brooklyn* and *Wyandotte* came out after landing the marines and artillerymen at Fort Pickens. Companies A, B, C, and D returned on board.

April 16.—At 8:15 p. m. Fort Pickens sent up two rockets; answered with a like number. Hoisted out the boats and sent them on board the *Atlantic*, in charge of Lieutenants Newman and McCann, to assist in landing reenforcements for Fort Pickens.

April 17.—Boats employed landing troops from the *Atlantic*; *Wyandotte* and *Atlantic* stood in close to Santa Rosa Island. From 8 to meridian: Officers and marine guard, with the exception of ten men, returned from Fort Pickens. An English war steamer appeared in the offing. At 12:30 p. m. the *Powhatan* hauled down the English colors and hoisted the American flag and stood in under the land and anchored near the *Atlantic*. The *Brooklyn* went in and anchored near the *Atlantic* to cover the disembarkation of the light batteries, etc.

April 18.—Boats assisting in discharging the *Atlantic*.

April 19.—The *Illinois* arrived with troops from New York at midnight.

April 23.—*Atlantic* sailed. Sent a number of men to help discharge the *Illinois*.

April 24.—Sent boats to help discharge transport steamer *Illinois*.

April 30.—From meridian to 4 p. m.: Still discharging *Illinois*.

May 1.—From 8 a. m. to meridian: A steam tug flying a secession flag and a truce flag came out to communicate.

May 2.—*Illinois* sailed.

May 3.—Boats employed discharging transport steamer *Philadelphia*.

May 7.—From 4 to 6 p. m.: *Powhatan* and *Brooklyn* got underway to examine two strange steamers to the westward; brought them down near this ship.

May 8.—At 10 the two steamers stood out to the westward.

May 13.—From meridian to 4 p. m.: Sent a boat up to the navy yard to communicate with General Bragg.

May 11.—The *Philadelphia* finished discharging and sailed for home. A steam tug came out with a flag of truce. An officer from the tug came on board and returned at 5 p. m., and the tug stood in.

May 29.—Landing troops and discharging steamer *Suwanee*.

May 30.—From 4 to 6 p. m.: Sent a guard of ten marines to guard cattle pen on Santa Rosa Island.

May 31.—From 6 to 8 p. m.: Boarded English bark *Mary Rogerson* and warned her off the coast.

June 1.—Boats employed landing guns from schooner *Roe*.

June 15.—Got under way and took departure from Pensacola.

July 5.—At anchor off Portsmouth, N. H.

Abstract log of the U. S. S. *South Carolina*, May 22 to June 7, 1861, Commander James Alden, commanding.

May 22, 1861.—Ship put in commission [Boston navy yard].

May 24.—At 3:15 p. m. cast off and steamed down the harbor.

June 4.—At 3:15 p. m. saw five sail at anchor off Pensacola Harbor, and steered for them. At 4:45 passed U. S. ship *Sabine* and came to anchor. Found here at anchor U. S. ships *St. Louis*, *Release*, *Huntsville*; also an English ship, reported to have put in for water and provisions; schooner *John H. Roe*, discharging a cargo of guns and shells for Fort Pickens; schooner *Oriental*, acting as guard for fleet.

June 6.—At 11:55 a. m. stood in toward Fort Pickens.

June 7.—Discharging ammunition for Fort Pickens.

Abstract log of the U. S. ship *Supply*, January 9 to June 14, 1861, Commander Henry Walke, commanding.

January 9, 1861.—Off Warrington navy yard, Pensacola, Fla. From meridian to 4 p. m.: Sent a boat to Fort Barrancas to assist the troops in moving to Fort Pickens.

January 10.—From 4 to 8 a. m.: Stood down for Fort Pickens. From 8 to meridian: Assisting the work at Fort Pickens. From meridian to 4 p. m.: Sent boat to assist in removing powder and different articles from the Barrancas to Fort Pickens. From 4 to 8 p. m.: Men and boats assisting in getting Fort Pickens in a state of defense; also sent to Fort McRee.

January 11.—An officer and boat's crew sent to cooperate with the garrison of the fortifications. A number of men sent to assist the garrison of Pickens and destroy the powder at Fort McRee.

January 12.—From meridian to 4 p. m.: The navy yard, marine barracks, and hospital surrendered and hauled down the American flag to the State troops of Florida. From 4 to 8 p. m.: Stood out of the harbor and anchored.

January 13.—Was taken in tow by the *Wyandotte* and stood in for the harbor under flag of truce. Received on board the family of Lieutenant Irwin.

January 14.—Received men from the hospital and men from the yard and baggage of the officers of the yard; also their furniture.

January 15.—Received on board the families of the late forward officers of the navy yard [Pensacola], and their baggage.

January 16.—At 7 a. m. got underway and stood out of the harbor [Pensacola].

February 4.—At 2:30 p. m. arrived at the navy yard, New York.

March 6.—At 1 p. m. ship went in commission, Commander A. Gibson in command.

March 15.—At 10 a. m. got underway and stood down the harbor [New York].

April 7.—Came to anchor in the harbor of Pensacola.

April 11.—At 9 p. m. the *Brooklyn* got underway and stood in toward the harbor, and during the night landed the troops and marines on board, to reenforce Fort Pickens.

April 16.—At 5 p. m. steamer *Atlantic* arrived with troops and munitions of war for Fort Pickens. During the night 300 troops were landed on Santa Rosa Island by the boats of the squadron.

April 17.—Lieutenant J. R. M. Mullany took command of this vessel. Boats of the squadron employed landing troops and munitions of war.

April 18 and 19.—Boats from squadron employed landing munitions of war and army stores from *Atlantic* on Santa Rosa Island.

June 14.—Standing into New York.

Abstract log of the U. S. S. *Wyandotte*, January 12 to May 16, 1861, Lieutenant O. H. Berryman, commanding.

January 12, 1861.—At 2 p. m. the American ensign and flag-officer's flag were hauled down at the navy yard.

January 14.—Florida forces hoisted the American flag with lone star.

January 18.—Sent six marines to Fort Pickens.

January 20.—At 11 a. m. six marines and ten seamen volunteered and went on shore to assist at Fort Pickens. From 8 to 12 midnight: Sent ten men to Fort Pickens to assist in mounting guns.

March 9.—At 7 p. m. steamed about Fort Pickens in consequence of a report of an attack being made on the fort.

April 2.—At 3:25 Lieutenant Commanding O. H. Berryman, of this ship, departed this life.

April 3.—At 4 a. m. sent a boat to the navy yard, Pensacola, to communicate with Captain Ingraham in respect to the burial of Captain Berryman. At 2 formed boat procession and followed for the funeral service and burial. At 5 p. m. started out for the squadron.

April 7.—Lieutenant J. R. M. Mullany took command of this ship.

April 12.—At 10:30 a. m. stood out to communicate with the squadron off Pensacola, taking out Lieutenant Worden (bearer of dispatches). At 5:30 p. m. landed Lieutenant Worden at Pensacola.

April 17.—At 7:35 a. m. Captain M. O. Meigs and Lieutenant McFarland, of the Engineer Corps, and Captain Barry, of U. S. Flying Artillery, came on board to reconnoiter the coast of Santa Rosa Island, in order to find a landing for the horses and stores. Stood in and landed the reconnoitering party, the *Atlantic*, transport steamer, following us. At 10:30 reconnoitering party returned on board. Lieutenant J. C. Williamson took command.

May 2.—Lieutenant Commanding A. S. Baldwin reported and took command.

May 3.—At 5:45 p. m. took our departure.

May 8.—Anchored in Key West Harbor.

May 16.—Anchored near the *Sabine*, off Fort Pickens.

May 21.—Anchored at Key West.

June 6.—Left Key West for Fort Pickens, Fla.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Memorandum of instructions from Colonel Chase, commanding forces of Florida, to Captain Randolph, commandant navy yard, Pensacola, in case of an attack upon the navy yard and forts in vicinity by Fort Pickens.

HEADQUARTERS PENSACOLA DISTRICT,
January 21, 1861.

The official telegraph signed by the late Senators in Congress from Georgia, Florida, Alabama, Louisiana, Texas, and Mississippi to the colonel commanding the forces of Florida in this district renders a modification of the memorandum dated 19th January necessary. The admonition that no blood should be shed is emphatic. They unite in saying that, "Blood shed now may be fatal to our cause." Governor Moore, of Alabama, has telegraphed to the colonel commanding that, "There are, I suspect, important reasons for this advice," and that he is advised to "telegraph not to attack Fort Pickens."

Under the line of policy so clearly indicated by high authority, the navy yard will not be defended if summoned to be surrendered by a force sufficient to attack. In this case the detachment stationed at the navy yard and marine barracks will fall back upon the Barrancas, where there will be concentrated a force that the Federal forces would hardly attack. Should Fort Barrancas be bombarded or battered by Fort Pickens, the garrison should be withdrawn to avoid all useless

loss of life, and take post with the main body of troops. Prompt measures also should be taken to withdraw the guard from Fort McRee.

WM. H. CHASE,

Colonel, Commanding Forces of Florida.

Captain V. M. RANDOLPH,
Commanding Navy Yard.

Memorandum from Mr. Mallory to Captain Randolph, commanding navy yard, Pensacola, relative to communication between the Federal and Confederate forces at Pensacola.

PENSACOLA, January 28, 1861.

At 11 a. m. to-day Captain Barron, U. S. Navy, called upon Colonel Chase and communicated to him the fact that he had just arrived from Washington, and was the bearer of written dispatches and verbal orders from the Hon. Mr. Toucey, Secretary of the Navy, the written dispatches being directed to Captains Glynn, Adams, and Poor, of the ships, severally, *Macedonian*, *Sabine*, and *St. Louis*, and which, together with the verbal orders to him, are designed and directed exclusively to prevent the said ships from entering the harbor of Pensacola, and the verbal orders authorizing him to notify any other national vessel that the Department wishes them not to enter said port; and furthermore, to inform and instruct the officers of said ships that the Department wishes them to avoid any act that may have a tendency to lead to hostilities, and that as the ships, by entering this port, might possibly induce bloodshed, they are to keep outside the port. Captain Barron also expressed the Secretary's earnest determination to avoid bloodshed, and to do nothing to bring it about. I was present at this interview, and Colonel Chase, upon learning Captain Barron's mission and its pacific character, promptly authorized him to communicate with any United States vessels off the port, directing Captain Randolph to furnish the necessary transportation, etc. And at Captain Barron's request he also authorized him, Captain Barron having no dispatches, verbal or written, to the forces there, to communicate with Lieutenant Slemmer at Fort Pickens.

S. R. MALLORY.

[Captain V. M. RANDOLPH,
Commanding Navy Yard.]

Memorandum of instructions from Colonel Chase, commanding Florida forces, to Captain Randolph, commandant navy yard, Pensacola, relative to communication between the Federal and Confederate forces at Pensacola.

HEADQUARTERS PENSACOLA DISTRICT,
January 28, 1861.

Captain Barron, of the U. S. Navy, upon his statement that he is authorized to communicate with the United States vessels of war arriving off this harbor in order to deliver verbal and written orders to the commanders of said vessels to keep outside the port, and to act strictly on the defensive, will be permitted to hold such communication accordingly, and he is also permitted to communicate with Fort Pickens at his own request, although he has no dispatches for the fort.

Captain Randolph commanding at the navy yard will afford Captain Barron facilities of communication by boats with the ships.

WM. H. CHASE,
Colonel, Commanding Forces.

Captain V. M. RANDOLPH,
Commanding Navy yard.

Letter from Mr. Mallory to Colonel Chase, commanding Florida forces, transmitting instructions from the U. S. Secretaries of War and the Navy, to the officers commanding off Fort Pickens.

JANUARY 29, 1861.

MY DEAR COLONEL: I have just received from the hands of Mr. Thornton, the telegraph operator here, a reply from Messrs. Slidell, Bigler, and Hunter, to my telegram to them yesterday, and I herewith submit it to you for such action as you may deem best.

These gentlemen you will perceive send me the instructions of the Navy and War Department, as the President's answer to my telegram. Knowing that you did not design to attack Fort Pickens under existing circumstances, I assured these gentlemen that no attack would be made unless reinforcements were attempted, in which case I could not feel assured that the troops here would not attack. Permit me to suggest that if you shall act upon this dispatch and give the assurance as indicated therein, you can have this dispatch delivered to Lieutenant Slemmer and the officers named, by Captain Barron, whose mission is of a peaceful character.

Very truly yours,

S. R. MALLORY.

Colonel W. H. CHASE,
Commanding Florida Forces.

[Inclosure.]

WASHINGTON, January 29, 1861.

(Received at Pensacola, 9 o'clock p. m.)

We send you answer of President in shape of instructions* of Secretaries of War and the Navy.

JOHN SLIDELL.
R. M. T. HUNTER.
W. BIGLER.

Hon. S. R. MALLORY,
Or, in his absence, Colonel Chase.

Letter from Colonel Chase, commanding Florida forces, to Captain Randolph, commandant navy yard, Pensacola, relative to communication between Federal and Confederate forces at Pensacola.

HEADQUARTERS PENSACOLA DISTRICT,
January 30, 1861.

SIR: I enclose for your information memorandums Nos. 1 and 2 showing the arrangements entered into for preventing United States ships of war entering this harbor, and the landing of reinforcements from the U. S. S. *Brooklyn*.

* See p. 74.

The policy being previously established that no assault on Fort Pickens should be made, I found no difficulty in giving the assurance that no attack should be made and that preparations for attack should be discontinued.

I gave permission also for communication by special messenger between the officers of the ships and the Government, seeing that such communication could be easily had in many other ways than through the navy yard that could not be stopped by us.

The meeting of the general convention at Montgomery on the 4th February next, and the election of a president of that body will establish a de facto Government of the seceding States, which will at once develop the future policy both of that Government and the Federal Government at Washington.

The opinion is that an arrangement thereafter will be made by which Forts Sumter and Pickens will be peacefully surrendered to the Government of the Southern Confederacy.

I am, very respectfully, your obedient servant,

WM. H. CHASE,
Colonel, Commanding Forces.

Captain V. M. RANDOLPH,
Commanding Navy Yard, Warrington.

Letter from commandant navy yard, Pensacola, to Colonel Chase, commanding forces of Florida, regarding means of communication with Fort Pickens.

PENSACOLA NAVY YARD,
Warrington, Fla., January 30, 1861.

SIR: Captain S. Barron has expressed a desire that the *Wyandotte* should be allowed to anchor between the island of Santa Rosa and the navy yard for the convenience of more ready and prompt communication with him, the flag of truce being, of course, hoisted at all times. Please inform me whether his request shall be granted.

Very respectfully, your obedient servant,

V. M. RANDOLPH,
Captain, Commanding Navy Yard.

Colonel W. H. CHASE,
Comdg. Forces of Florida, Mississippi, and Alabama, Pensacola.

Letter from Colonel Chase, commanding forces of Florida, to commandant navy yard, Pensacola, regarding restriction of intercourse with Fort Pickens.

HEADQUARTERS, *Pensacola, January 31, 1861.*

MY DEAR SIR: The intercourse of the officers and men at Fort Pickens with this side must be confined to the sending a boat for the mail and fresh provisions to the central wharf of the navy yard, and then only one person (an officer or noncommissioned officer) will be permitted to come ashore, where he will remain only long enough to effect the object of his visit.

The rigid exclusion of persons from the island of Santa Rosa from this side renders it necessary that my instructions in this matter should be strictly executed.

You will please inform Lieutenant Slemmer in the premises at once, by sending him a copy of this letter.

I am, very truly, yours,

WM. H. CHASE,
Colonel, Commanding Forces.

Captain V. M. RANDOLPH,
Commanding Navy Yard.

Letter from Colonel Chase, commanding forces of Florida, to the governor of Alabama, urging an increased force for the protection of the Pensacola navy yard.

MONTGOMERY, *February 14, 1861.*

SIR: I deem it my duty to repeat that the navy yard, Fort Barrancas, and Fort McRee are untenable under the fire of Fort Pickens and ships of war.

That, though no attack may be expected during Mr. Buchanan's Administration, a considerable force could be landed from the ships of war off Pensacola and from those now in the Gulf of Mexico, which, combined with the garrison at Fort Pickens, would amount to 1,000 men; and we should not forget that this force may be greatly increased by and after the 4th of March next.

In a former communication I urged that 5,000 men should be collected at the Barrancas by the 1st of March next, a force which would be sufficient to prevent the Federal forces fortifying the navy yard and the approaches to the Barrancas until we could obtain guns of proper caliber and in numbers necessary to batter and capture Fort Pickens.

It would be better to withdraw our forces altogether than to expose them to attack which they could not resist by reason of inadequate numbers.

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

WM. H. CHASE.

His Excellency A. B. MOORE,
Governor of Alabama, Montgomery, Ala.

NOTE.—The guns should be 10-inch Columbiads, or the Armstrong gun of the largest size.

W. H. C.

Special order from the governor of Florida, regarding change of command of the forces of Florida.

SPECIAL ORDERS, } HEADQUARTERS PENSACOLA DISTRICT,
No. 27. } *Barrancas Barracks, Fla., March 2, 1861.*

Copy of dispatch received from Governor Perry, of Florida:

EXECUTIVE DEPARTMENT, *Tallahassee, Fla., March 1, 1861.*
(Received at Pensacola 3 p. m.)

Having accepted the resignation of Colonel Chase, the command of the forces at Pensacola will devolve on you until otherwise provided. Colonel Chase will turn over all orders from me to him relative to the operations at Pensacola to you.

Respectfully,

M. S. PERRY.

Colonel FORNEY.

I. In pursuance of the above dispatch the undersigned assumes command of the forces in this district.

II. The commanding officer of the navy yard, the officer in charge of the depot of provisions at Pensacola, the officer in command at Fort McRee, the assistant quartermaster-general in charge of provisions and military stores for the Alabama troops will issue none of the stores in their charge except by authority of the undersigned.

III. The commanding officers of the separate detachments of troops in this district will make the reports and returns to these headquarters as required by the regulations of 1857 for the U. S. Army, addressing S. H. Dent, acting assistant adjutant-general.

JOHN H. FORNEY,

Colonel, Acting Assistant Adjutant, Commanding Forces.

Captain FARRAND,

Commandant Navy Yard.

Letter from Lieutenant Berryman, U. S. Navy, commanding U. S. S. Wyandotte, to commandant navy yard, Pensacola, transmitting letter from Captain O'Hara, commanding Fort McRee.

U. S. S. WYANDOTTE, *March 2, 1861.*

SIR: I forward to you a copy of a note I received from Captain O'Hara, of Fort McRee, indicating that there may be some difficulty in my passages to and from the squadron anchored off the entrance to the harbor.

I wrote a note to Captain O'Hara this morning, suggesting that there may have been some misapprehension between the authority of the Army and Navy Departments. I therefore think it suitable to refer the matter to you, in order that you may inform me of the position I occupy.

I am sure you understand my perfect determination not to do anything to offend the feelings of the assembled forces near this locality.

I am, very respectfully, your obedient servant,

O. H. BERRYMAN,

Lieutenant, Commanding the Wyandotte.

Captain E. FARRAND,

Navy Yard, Warrington, Fla.

[Enclosure.]

FORT McREE, *March 1, 1861.*

SIR: With great respect allow me to suggest to you that in the present very critical attitude of affairs it is not exactly the thing (especially for a Virginian) to be moving up and down, and in a very exceptional manner, with respect to this fortress. I ask you, sir, not again, if you please, to pass this fort (either in or out) as you did this morning and this evening, without an explanation.

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

THEODORE O'HARA,

Captain, Assistant Adjutant, Commanding Fort McRee.

Captain BERRYMAN,

Commander Steamer Wyandotte.

Letter from Captain Randolph, C. S. Navy, to commandant navy yard, Pensacola, requesting information regarding condition of the steamer Fulton.

MONTGOMERY, ALA., March 12, 1861.

SIR: The Secretary of the Navy of the Confederate States directs me to get from you a statement of the present condition of the steamer *Fulton*, now hauled up on the ways in the Warrington navy yard.

He wishes you to consult with the master mechanics and report to him with as little delay as possible her state of forwardness, how much planking is necessary to be done, whether or not she has been lengthened, and, in short, everything relating to her repairs and outfit; also the probable time it would take, with the materials and force at hand, to prepare her for launching.

You will please address your answer immediately to Hon. Mr. Mallory, and not through myself, as I shall probably be on my return to Pensacola ere your reply arrives.

Very respectfully, your obedient servant,

V. M. RANDOLPH,
Captain.

Commander E. FARRAND,
Navy Yard, Warrington, Fla.

Extract from instructions of the War Department of the Confederate States to Brigadier-General Bragg, C. S. Army, regarding extent of command.

CONFEDERATE STATES OF AMERICA, WAR DEPARTMENT,
Montgomery, March 14, 1861.

* * * * *

In assigning you to the command of the forces at and near Pensacola and Fort Pickens it was intended by the Government that the navy yard, and all things connected therewith, was to be included, and you are therefore to be governed accordingly. You will please convey this information to Captain Farrand as the orders of the Government.

* * * * *

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

GEO. DEAS,
Acting Adjutant-General.

Brigadier-General BRAXTON BRAGG,
Commanding, etc., Fort Barrancas, Fla.

Official:

ROBT. C. WOOD, Jr.,
Assistant Adjutant-General.

Report of Acting Master Carpenter Hoodless, regarding progress of work on steamer Fulton.

NAVY YARD, WARRINGTON, March 16, 1861.

SIR: I have the pleasure to submit to you the estimated cost of labor and material to complete steamer *Fulton*, now on the ways in this yard, and also her present condition.

Her frame is up, according to the plans; six strakes of wales are on and fastened; her port sills are in; all of her old work inside—clamps, deck frames, and ceiling—is cut out; her old boiler keelsons and some of her old bilge strakes are just in; her spar-deck frame and orlop deck are ready to be put in; the old planks on her bottom are on, although from exposure to the weather some of them should be taken off.

The masts and yards are almost completed; two of her boats are completed and the remainder are in frame; her gun carriages have been altered and are now used for other purposes. New carriages for the guns should be made. With facilities at hand she can be launched by 1st June, and be got ready for sea by first August next.

Very respectfully, your obedient servant,

JOHN HOODLESS,
Acting Master Carpenter.

Commander E. FARRAND,
Commanding Navy Yard, Warrington.

[Telegram.]

NEW ORLEANS, *May 28, 1861.*

The governor wishes you to insure the bar being blocked. If you can induce some deep ships such as Lamsons to go on the bar, do so. If he will not go on the bar at Pass à l'Outre, induce him to go to South West Pass. The governor does not wish the channel kept open.

THOS. O. MOORE.

Captains ANDREWS and WHITMORE.

[Telegram.]

NEW ORLEANS, *May 28, 1861.*

Governor has since directed us to tow any foreign ships around to South West Pass, and tow them out as soon as possible before we attempt to block the bar. Proceed with dispatch.

STANTON & Co.

CAPTAINS OF BEEBE AND WHITMORE.