

# OPERATIONS ON THE ATLANTIC COAST.

JANUARY 1 TO MAY 13, 1861.

*Cooperation of the Navy in the attempts to relieve Fort Sumter, S. C.*

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *December 31, 1860.*

Fill up *Brooklyn* with provisions, water, and coal. Answer if understood.

I. TOUCEY,  
*Secretary of the Navy.*

Commodore CHARLES S. McCAULEY,  
*Commandant Navy Yard, Norfolk, Va.*

[Telegram.\*]

NORFOLK, *January 2, 1861.*

Six thousand and sixty-five [understood].

C. S. McCAULEY,  
*Commandant.*

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

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *January 3, 1861.*

Give *Brooklyn* her full complement of ordnance and ordnance stores and send her to Hampton Roads to await future orders of Department. Answer if understood.

I. TOUCEY,  
*Secretary of the Navy.*

Commodore CHARLES S. McCAULEY,  
*Commandant Navy Yard, Norfolk, Va.*

[Telegram.\*]

(Received at Washington January 4, 1861, from Norfolk.)

Six thousand and sixty-five [understood].

C. S. McCAULEY,  
*Commandant.*

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

Order of the Secretary of the Navy to Captain Barron, U. S. Navy, transmitting orders for Captain Walker, U. S. Navy, commanding U. S. S. *Brooklyn*, to proceed to Charleston, S. C.

Confidential.] NAVY DEPARTMENT, *January 7, 1861.*

SIR: Herewith you will receive a confidential dispatch for Captain W. S. Walker, commanding U. S. S. *Brooklyn*, now at Hampton Roads, with which you will proceed immediately to Old Point Comfort and deliver to that officer. After having done this you will return to Washington and report yourself to the Department.

I am, respectfully, your obedient servant,

I. TOUCEY.

Captain SAMUEL BARRON, U. S. Navy,  
*Washington, D. C.*

[Enclosure.]

Confidential.] NAVY DEPARTMENT, *January 7, 1861.*

SIR: On the 5th instant a detachment of troops was ordered to be sent by the steamer *Star of the West* from Governor's Island, N. Y., to reinforce Fort Sumter. A telegram was sent from the Headquarters of the Army at Washington the same day countermanding that order and directing them to proceed to Old Point Comfort. This was not, however, received before their departure from New York for Fort Sumter.

Immediately upon the receipt of this you will proceed with the *Brooklyn* with all speed to the bar off Charleston Harbor, and if the reinforcement shall not have landed at Fort Sumter, deliver the accompanying letter to the commanding officer of the detachment, and render such aid and assistance as may be required by the *Star of the West*.

After doing this, or if the troops on your arrival have landed, you will return immediately to Hampton Roads.

It is not considered expedient that you should attempt to cross the bar with the *Brooklyn*.

I am, respectfully, your obedient servant,

I. TOUCEY.

Captain W. S. WALKER,  
*Commanding U. S. S. Brooklyn, Hampton Roads, Va.*

[Subenclosure.]

HEADQUARTERS OF THE ARMY,  
*Washington, January 7, 1861.*

SIR: This communication is sent through the commander of the U. S. steam sloop of war *Brooklyn*.

His mission is twofold: First, to afford aid and succor in case your ship be shattered or injured; second, to convey this order of recall for your detachment in case it can not land at Fort Sumter, to proceed to Fort Monroe, Hampton Roads, and there await further orders.

In case of your return to Hampton Roads send a telegraphic message here at once from Norfolk.

Yours, very respectfully,

W. SCOTT.

COMMANDING OFFICER DETACHMENT U. S. ARMY,  
*On board Steamship Star of the West,*  
*Supposed to be near Charleston, S. C.*

P. S.—On arrival at Fort Monroe land your troops and discharge the ship.

W. SCOTT.

Report of commandant navy yard, Norfolk, of the departure of U. S. S. *Brooklyn*.

COMMANDANT'S OFFICE, NAVY YARD,  
*Gosport [Norfolk], January 9, 1861.*

SIR: I have the honor to inform you that the U. S. S. *Brooklyn* left this yard to-day at 11 o'clock a. m.

I am, sir, very respectfully, your obedient servant,  
C. S. McCAULEY,  
*Commandant.*

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

Report of Captain Walker, U. S. Navy, commanding U. S. S. *Brooklyn*, of the return of that vessel to Hampton Roads without entering Charleston Harbor, South Carolina.

U. S. STEAM SLOOP BROOKLYN,  
*Hampton Roads, January 15, 1861.*

SIR: In obedience to your order of the 7th instant, received on the 9th, we left Norfolk at 11:20 a. m. of that day, and arrived off Charleston Harbor on the morning of the 12th instant. At 9:30 a. m. (12th) we spoke the schooner *Edith*, of Harwich, Mass., from Charleston, bound to New York. She reported that the steamer *Star of the West* had attempted to enter the harbor on the 10th instant, but being fired into she put to sea again; also that five vessels were sunk the day before our arrival to obstruct the passages over the bar to the harbor; that the Charleston lights were put out; that pilots are forbidden from going on board armed vessels, and that batteries were planted all along the shore.

Considering this information reliable, and not deeming it necessary to send over the bar a boat, which might have invited a shot from the numerous batteries that lined the shores, we put about for this port, which we reached on Monday evening, the 14th instant.

I have the honor to be, very respectfully, your obedient servant,  
W. S. WALKER,  
*Captain.*

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

Letter from Elias H. Derby, esq., of Boston, to the Secretary of the Navy, suggesting means for the relief of Fort Sumter.

46 COURT STREET,  
*Boston, Mass., January 16, 1861.*

SIR: Although I have not the honor of your personal acquaintance, I venture to make a suggestion which will, I believe, if adopted, protect the gallant Anderson and the honor of our country without the effusion of blood, all objects most important to the nation.

The idea is derived from actual experiments upon mail-clad steamers abroad, which have led to the construction of such vessels for the navies of France and England, and can easily be put in execution.

My plan is to purchase at once in New York a common propeller of 400 tons burden from those used for the conveyance of heavy freight, and drawing when laden 8 or 10 feet of water. I would then protect her from end to end by a coat of mail composed of two sheets of boiler

iron of five-eighths of an inch in thickness and the sheets 3 inches apart, reaching from the deck downward on each side to a depth of 3 feet below the water level, or to an entire depth of 5 feet from the deck. She would then be impervious to balls fired from 32-pounders at a distance of a quarter of a mile, and passing, as she might, the batteries of Fort Moultrie and Morris Island at a distance of more than half a mile, could pass them in perfect safety. The coating of iron proposed would weigh less than 100 tons, and the steamer laden with 200 troops and stores for six months could deliver her cargo under the walls of Fort Sumter uninjured. Such a propeller can, I doubt not, be purchased in New York for less than \$30,000, could be armed with ten or twelve cannon, and by working relays of men night and day could, by the energy of New York mechanics, be coated with iron at a cost of \$30,000 more, and sent to sea in less than three weeks, and, having a light draft of water, could enter the harbor of Charleston without regard to removal of buoys and light-houses. She could also go to the entrance of the port under the convoy of the *Brooklyn*, sloop of war. Being low in the water, it would be very difficult to hit her with a Paixhans gun from Fort Moultrie, and if hit from a distance would doubtless resist the shock. When I say that this ironclad steamer would be impervious to common balls I do not speak without book, and would refer you to an able article on ironclad ships of war in the last December number of Blackwood's Magazine. By referring to the note at the foot of page 645, New York edition, you will see it stated that by actual experiment sixteen balls out of seventeen fired from 32-pounders at a distance of 450 yards at butts of sheet iron of but five-eighths of an inch in thickness were shivered into a cloud of langrage by passing through a single sheet of iron. The inference from this fact is irresistible—that a second sheet would have stopped the fragments; *a fortiori* two sheets and the ship's side in addition must be impervious to balls fired at more than double the distance from the batteries at Charleston.

You undoubtedly noticed that one of the balls fired at the *Star of the West* actually recoiled from the plank of the ship's side. Although unknown to you, I have the honor to know nearly all the Senators and Representatives from this State, with Judge Collamer, of Vermont, Mr. Fessenden, of Maine, and have corresponded with General Dix, of the Cabinet, and write with the more boldness as I have for many years been in the direction of railways and steamers.

I have the honor to be, very respectfully,

ELIAS HASKET DERBY,

*Late Director of Western, Fitchburg, and Old Colony Railroads  
and Boston and Bangor Steamboat Company.*

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

P. S.—As an additional precaution, not involving any delay or very serious expense, I would suggest that the iron plates might be separated by coils of half-inch boiler iron in sheets 20 inches long by 2 or 3 inches wide, wound around each bolt, and that the bolts be placed at distances of 6 inches apart, have a washer of 4 inches square around them and the interstices filled by water cement or other cheap material. I am satisfied that this addition would nearly treble the strength of the armor and make it impervious to balls from Paixhans guns at the distance of half a mile, but would add to the weight. I entertain little doubt from the result of English experiments that we shall soon protect



the granite walls of our forts by coats of iron mail that will not splinter. Large quantities of boiler iron are usually on hand in New York, and are punched by mechanism.

I take the liberty to address this letter in triplicate to his Excellency the President, Secretary Toucey, and General Scott, as the suggestion may present itself differently to different minds, and is doubtless susceptible of improvement. The Government alone can carry it out.

[E. H. D.]

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Letter from G. V. Fox, esq., to Lieutenant-General Scott, U. S. Army, transmitting written proposition regarding relief of Fort Sumter.

[WASHINGTON, D. C.,] *February 8, 1861.*

SIR: The proposition which I had the honor to submit to you fully in person is herewith presented in writing. Lieutenant Hall and myself have had several free conferences, and if he is permitted by the South Carolina authorities to reenter Fort Sumter Major Anderson will comprehend the plan for his relief. I consider myself very fortunate in having proposed a project which meets the approval of the General in Chief, and I ask no reward but the entire conduct of the part, exclusive of the armed vessels. The commander of these should be ordered to cooperate with me by affording protection and destroying their naval preparations near the bar, leaving to me, as the author of the plan, the actual operations of relief. I suggest that the *Pawnee* be immediately sent to the Delaware Breakwater to await orders, the *Harriet Lane* to be ready for sea, and some arrangement entered into by which the requisite steamer and tugs should be engaged, at least so far as not to excite suspicion. I should prefer one of the Collins steamers. They are now being prepared for sea, and are of such a size and power as to be able fearlessly to run down any vessels which might attempt to capture us outside by coup de main. I could quietly engage one and have her ready to start on twenty-four hours' notice, without exciting suspicion. I shall leave for New York at 3 p. m., and any communication previous will find me at Judge Blair's. If the *Pawnee's* pivot gun is landed it should certainly be remounted.

Very respectfully, etc.,

G. V. FOX.

Lieutenant-General WINFIELD SCOTT, U. S. Army,  
[Washington, D. C.]

[Enclosure.]

ST. GERMAIN HOTEL,  
*New York, February 6, 1861.*

Since the repulse of the steamer *Star of the West* at Charleston it may be assumed that all the channels over the bar are obstructed; but as the bar is more than 4 miles in length the spaces between these channels are too extensive to be closed; therefore at high water and smooth sea the harbor is perfectly accessible to vessels drawing, say, 7 feet of water. The United States have no steamers of this draft. The skillful officers at Charleston, aware of this fact, will conclude that relief must go in at high water in boats or light-draft steamers, incapable of bearing a very offensive armament. They will be perfectly prepared for such attempts by arming and heavily manning all the steamers they possess, at the critical moment will throw themselves alongside of the

relief vessels, and just jeopardize the movement by the very detention of the conflict. To elude their vigilance or attempt a stratagem, however ingenious, I consider too liable to failure. I propose to put the troops on board of a large, comfortable sea steamer and hire two powerful light-draft New York tugboats, having the necessary stores on board; these to be convoyed by the U. S. S. *Pawnee*, now at Philadelphia, and the revenue cutter *Harriet Lane*. (The *Pawnee* is the only available steam vessel of war north of the Gulf of Mexico, draws 12 feet of water, and has seven heavy guns. As a steamer she seems to be a failure, but may be got ready for this emergency; at least, she is, unfortunately our only resource.) The *Harriet Lane* I understand to be an excellent and efficient vessel, but either of these steamers alone may be liable to capture by an overwhelming force.

Arriving off the bar, I propose to examine by day the naval preparations and obstructions. If their vessels determine to oppose our entrance (and a feint or flag of truce would ascertain this) the armed ships must approach the bar and destroy or drive them on shore. Major Anderson would do the same upon any vessel within the range of his guns, and would also prevent any naval succor being sent down from the city. Having dispersed this force, the only obstacles are the forts on Cumming's Point and Fort Moultrie, and whatever adjacent batteries they may have erected distant on either hand from mid-channel about three-quarters of a mile. At night, two hours before high water, with half the force on board of each tug within relieving distance of each other, I should run in to Fort Sumter.

[G. V. Fox.]

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Letter from G. V. Fox, esq., to Hon. Montgomery Blair, regarding proposed plan for relief of Fort Sumter.

NEW YORK, *February 23, 1861.*

MY DEAR BLAIR: Mr. Blunt received a telegram from General Scott a few days since which he thought indicated an adjournment of my plan; but I put the construction upon it that another was substituted for mine, and I feel certain it must be "boats." To corroborate this the New York Times, of February 21, says: "Government has determined to relieve Fort Sumter by boats at night." I consider this plan possible, and the alternative of mine, but inferior at every step. The distance from Fort Sumter to outside is 5 miles—an hour's pull. From this point the open ocean, winter season, and at night, say 200 men (requiring for six months 546 barrels of provisions) are to be put into boats and rowed over a very dangerous bar, and subjected for half an hour to a fire of grape from sixty guns. Besides, if a single tug (they have four) eludes Major Anderson's vigilance she would run in amongst these boats with perfect impunity to herself and utter destruction to them. I have made two cruises on the coast of Africa, where the passing of bars by boats, unless very light and in broad daylight, was considered the most dangerous duty we were subjected to, fatal accidents being common in the smoothest weather. Moreover, this plan has been spoken of publicly in connection with the U. S. ship *Brooklyn*, and from this fact is probably made a special study by the Charlestonians.

I simply propose three tugs, convoyed by light draft men-of-war. These tugs are seaboats, 6 feet draft, speed 14 knots. The boilers are below, with 3½ feet space on each side, to be filled with coal. The machinery comes up between the wheelhouses, with a gangway on

either hand of 5 to 6 feet, enabling us to pack the machinery with two or three thicknesses of bales of cotton or hay. This renders the vulnerable parts of the steamer proof against grape and fragments of shells, but the momentum of a solid shot would probably move the whole mass and disable the engine. The men are below, entirely protected from grape; provisions on deck. The first tug to lead in empty, to open their fire. The other two to follow, with the force divided and towing the large iron boats of the *Baltic*, which would hold the whole force should every tug be disabled, and empty they would not impede the tugs. When such men as George W. Blunt, Charles H. Marshall, and Russell Sturgis, all seamen, give my plan the preference it must have merit. At Kinburn, in the Black Sea, eight gunboats passed in the night forts mounting eight guns; only one boat hit. The next day, in broad daylight, the *Cracker* (English) came out under their deliberate fire distance 900 yards. The *Vladimar* (Russian steamer at Sebastopol) was under fire at various distances during the whole war, but her motion prevented her being disabled. How few of Dahlgren's shots hit the target with all the elements of success he is capable of producing! I am sure I could convince the authorities of the preference that is due to this plan if I could argue the plan instead of write it.

Sincerely, yours,

G. V. Fox.

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Letter from G. V. Fox, esq., to Hon. Montgomery Blair, relating to the reenforcement of Fort Sumter.

NEW YORK, *March 1, 1861.*

DEAR BLAIR: I just met Russell Sturgis, who has charge of most of the towboats in the harbor, and he informs me that the Charleston authorities have opened negotiations here for the purchase of two tugs, and that the two proposed are two of the three I have selected, being the only three really fit for the work in the whole city. I thought it best to give you this information at once, as the probability of reenforcing Fort Sumter except by landing and capturing their forts will be lessened with such fine boats as I have described in their possession. Captain Sturgis has put these boats in order, notwithstanding my plan has the go-by, for we all feel that a severe discussion must bring it up again.

I met a Navy officer to-day who has just received a letter from Hartstene. He is a captain in the South Carolina navy, with the same pay as a United States captain, and has charge of the coast defenses. He thinks he has prevented an attack upon Sumter so far, but says it will soon be done and will be a very sanguinary affair. Paul Hamilton, esq., commands the floating battery now launched. They have four tugs, which do not amount to much compared to one of these powerful New York ones.

I wrote you last Sunday in full. Write me as soon as anything definite is done.

Yours,

G. V. Fox.

[P. S.]—Direct your letters care of A. H. Lowery, 77 Nassau street, and I get them in the morning; otherwise not until p. m. I trust you and the general will give me a hand in this business. He seems most favorably disposed toward me.

Letter from Commander Goldsborough, U. S. Navy, to the Secretary of the Navy, offering his services for the reinforcement of Fort Sumter.

MOUNT HOLLY, N. J., *March 10, 1861.*

SIR: Should it be the intention of the Government to reinforce Fort Sumter, in the harbor of Charleston, S. C., permit me to propose the employment of one or more suitable propellers, cased outside and inboard with bales of cotton. Two or three vessels properly fitted in this way could, I think, reach Fort Sumter without being materially injured.

I should be happy to command an expedition for that purpose, and am, very respectfully, sir, your obedient servant,

JOHN R. GOLDSBOROUGH,  
*Commander, U. S. Navy.*

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

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Report of commandant navy yard, New York, of the arrival in that port of U. S. S. Powhatan.

NAVY YARD, NEW YORK, *March 14, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Powhatan*, Captain Mercer, arrived in this harbor yesterday afternoon. The ship still lies in the North River, taking out her powder, and will come to the yard to-morrow morning, to which, in any event, she would have to come for the purpose of coaling.

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

ANDREW H. FOOTE,  
*Pro Commandant.*

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

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Plan of D. N. Smith, esq., for the reinforcement of Fort Sumter.

BOSTON, *March 18, 1861.*

DEAR SIR: The following plan for reinforcing Fort Sumter occurred to me a few weeks since, which I think is practicable, which is, to take a steamer with its machinery below deck and lash to each side of it a vessel of the same size filled with wood or oak timber, with perhaps an occasional layer of boiler plate, which would render it ball proof, and one at the bows and stern, and lay two or three layers of plate over the deck—be protected by a barricade of timber. The vessels, being of light draft, could be towed to the fort in spite of cannon shot or shell.

I have mentioned this to a number of gentlemen here, who think it could be done.

If you think it worth while you can communicate it to the War Department.

Yours, respectfully,

D. N. SMITH,  
*13 Water Street, Boston.*

Mr. WILSON.

Letter from Lieutenant-General Scott, U. S. Army, to G. V. Fox, esq., requesting him to visit Fort Sumter.

HEADQUARTERS OF THE ARMY,  
Washington, March 19, 1861.

DEAR SIR: In accordance with the request contained in a note from the Secretary of War to me, of which I annex a copy, I request that you will have the goodness to proceed to Charleston, S. C., and obtain permission, if necessary, to visit Fort Sumter, in order to enable you to comply with the wish expressed in the Secretary's note.

Please, on your return, to report accordingly.

I remain, with high consideration, your most obedient servant,  
WINFIELD SCOTT.

G. V. FOX, Esq.

[Enclosure.]

WAR DEPARTMENT, March 19, 1861.

DEAR SIR: The President requires accurate information in regard to the command of Major Anderson in Fort Sumter, and wishes a competent person sent for that purpose. You will therefore direct some suitable person to proceed there immediately, and report the result of the information obtained by him.

I am, sir, very respectfully,

SIMON CAMERON,  
Secretary of War.

Lieutenant-General WINFIELD SCOTT.

Order of the Secretary of the Navy to Captain Mercer, U. S. Navy, commanding U. S. S. Powhatan.

NAVY DEPARTMENT, March 28, 1861.

SIR: The Department has decided to put the *Powhatan* out of commission. You will therefore pay off and discharge such of her crew as have less than a year to serve, giving them the ordinary discharge. The remainder you will transfer to the receiving ship *North Carolina*. The marines you will transfer to the barracks, and then turn over the *Powhatan* to the commandant of the yard.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain SAMUEL MERCER,  
Commanding U. S. S. *Powhatan*, New York.

Order from the President of the United States to the Secretary of the Navy, regarding cooperation with the War Department for active service.

EXECUTIVE MANSION, March 29, 1861.

SIR: I desire that an expedition, to move by sea, be got ready to sail as early as the 6th of April next. the whole according to memorandum attached; and that you cooperate with the Secretary of War for that object.

Your obedient servant,

A. LINCOLN.

HON. SECRETARY NAVY.

[Memorandum.]

*Navy Department.*

The *Pocahontas* at Norfolk, *Pawnee* at Washington, and revenue cutter *Harriet Lane* at New York, to be ready for sea with one month's stores. Three hundred seamen to be ready for leaving the receiving ship at New York.

*War Department.*

Two hundred men at New York, ready to leave garrison. One year's stores to be put in a portable form.

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Private orders of the Secretary of the Navy to commandant navy yard, New York, for the preparation of the U. S. S. *Harriet Lane*.

Private.]

NAVY DEPARTMENT, *March 30, 1861.*

SIR: You will be pleased to have in readiness for sea service, on or before the 6th of April next, the U. S. revenue cutter *Harriet Lane*, transferred from the Treasury to the Navy Department, with one month's stores.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commodore SAMUEL [L.] BREESE,  
*Navy Yard, New York.*

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Private orders of the Secretary of the Navy to commandant navy yard, Washington, for preparation of U. S. S. *Pawnee*.

Private.]

NAVY DEPARTMENT, *March 30, 1861.*

SIR: You will be pleased to have in readiness for sea service, on or before the 6th of April next, the steamer *Pawnee*, with one month's stores.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commodore F. BUCHANAN,  
*Navy Yard, Washington, D. C.*

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Private orders of the Secretary of the Navy to commandant navy yard, Norfolk, for preparation of U. S. S. *Pocahontas*.

Private.]

NAVY DEPARTMENT, *March 30, 1861.*

SIR: You will be pleased to have in readiness for sea service, on or before the 6th of April next, the steamer *Pocahontas*, with one month's stores.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commodore CHARLES S. McCAULEY,  
*Norfolk, Va.*

[Telegram.]

WASHINGTON, April 1, 1861.

Fit out *Powhatan* to go to sea at earliest possible moment.GIDEON WELLES,  
*Secretary Navy.*COMMANDANT NAVY YARD,  
*Brooklyn, N. Y.*

[Telegram.]

BROOKLYN, April 1, 1861.

The *Powhatan*, after landing her stores, went out of commission at 2 o'clock. Crew on board the *North Carolina*. Officers mostly left with their leave of absence.

I shall, agreeable to the last orders, refit the *Powhatan* with quickest dispatch.

As there will be but few men left not wanted for the *Powhatan*, I shall not send the men to Norfolk in the chartered steamer, but remain ready to send them in the *Harriet Lane*, if so ordered.

A. H. FOOTE,  
*Pro Commandant.*HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Telegram.]

WASHINGTON, April 1, 1861.

The Department revokes its orders for the detachment of the officers of the *Powhatan* and the transfer and discharge of her crew. Hold her in readiness for sea service.

GIDEON WELLES,  
*Secretary Navy.*Commodore S. L. BREESE,  
*Navy Yard, Brooklyn, N. Y.*

Order from the commandant navy yard, Washington, D. C., to Commander Rowan, commanding U. S. S. Pawnee, to prepare that vessel for sea.

COMMANDANT'S OFFICE, NAVY YARD,  
*Washington, April 1, 1861.*

SIR: Be pleased to have the steam sloop *Pawnee*, under your command, ready to proceed to sea by the 6th instant, with one month's stores, and telegraph to the officers on leave to be on board at that time.

Respectfully, etc.,

F. BUCHANAN.

Commander S. C. ROWAN,  
*Commanding U. S. S. Pawnee.*

[Telegram.]

WASHINGTON, April 2, 1861.

Notify the officers of the *Powhatan* who are on leave of absence to return immediately. You were informed on yesterday of the revocation of the detachment of the officers of that ship.

GIDEON WELLES,  
*Secretary Navy.*

Commdore S. L. BREESE,  
*Navy Yard, Brooklyn, N. Y.*

[Telegram.]

BROOKLYN, April 2, 1861.

Dispatch received. Detachments were delivered at 2 yesterday afternoon. Officers have not left their addresses. Two or three whose residence we know have been directed to return. Will write by mail. Storeship *Release* ready for sea. Lieutenant not reported. Shall she go to sea without him?

A. H. FOOTE.

Hon. GIDEON WELLES.

Report of commandant navy yard, New York, regarding recall of officers to the U. S. S. *Powhatan*.

NAVY YARD, NEW YORK, April 2, 1861.

SIR: Your telegram of this date, directing me to notify the officers of the *Powhatan* who are on leave of absence to return immediately, has been received.

Captain Mercer delivered the leaves of absence to the officers yesterday at 2 p. m., and they left the yard without leaving at this office their places of residence. When officers are permanently detached from a vessel, as they were supposed to be in this case, it is not the practice for them to leave their place of residence at this office, but always with the Navy Department; and I presume, therefore, that by this time they have reported accordingly, and will be reordered by the Department.

I shall, as far as I know the addresses of the officers, recall them by this mail; but this number is few; in fact, I only know the residence of Lieutenant Thompson for a certainty.

I am, sir, very respectfully, your obedient servant,  
ANDREW H. FOOTE,  
*Pro Commandant.*

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

Report of commandant navy yard, New York, regarding revocation of orders in the case of U. S. S. *Powhatan*.

NAVY YARD, NEW YORK, April 2, 1861.

SIR: I send you a copy of a telegram which I sent from the telegraph office at 8 o'clock last evening in reply to orders by telegraph from the Department revoking the orders for putting the *Powhatan* out of commission. These orders were received at 7 p. m., while the previous



order to lay up the ship and discharge her crew had been executed at 2 p. m. so far as to transfer the crew to the *North Carolina* and to give Captain Mercer the leaves of absence for the officers.

Captain Mercer, with two engineers and three forward officers, had not left the city when the countermanding order came, and Captain Mercer, by my request, ordered the officers to remain, which will greatly facilitate our getting the ship ready for sea. With the exception of making some changes and giving a new pivot gun carriage to the fore-castle gun, etc., we shall, by the greatest efforts, strive to have the ship ready in four days, although it would require as many weeks to put the vessel in a high state of efficiency. The four days are specified with the understanding that the officers will report to-morrow or next day, and especially the paymaster in place of paymaster's clerk. Captain Mercer will go on board as soon as a sufficient number of officers report to take care of the crew and ship; two lieutenants and one paymaster are deficient even when the remaining four lieutenants rejoin the steamer. The deficient forward officer is a sailmaker.

In consequence of the order to put the *Powhatan* out of commission being countermanded, I am unable to execute the previous order of the Department to send the draft of 300 men to Norfolk in the chartered steamer and *Harriet Lane*, as we now have no more men than will be required for the *Powhatan*, which will be fully explained by Paymaster Etting on his return to Washington.

I am not in receipt of any letters or instructions from your office to-day, although two of yesterday's date from the bureaus were received this morning.

I have the honor to be, very respectfully, your obedient servant,  
 ANDREW H. FOOTE,  
*Pro Commandant.*

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

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[Telegram.]

WASHINGTON, April 3, 1861.

The Secretary of the Navy desires that all dispatch be made in preparing the *Powhatan* for sea. Recall officers by telegraph.

HOBART F. BERRIEN,  
*Chief Clerk.*

Commander FOOTE,  
*Navy Yard, Brooklyn, N. Y.*

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Report of commandant navy yard, New York, regarding the recall of officers to U. S. S. *Powhatan*.

NAVY YARD, NEW YORK, April 3, 1861.

SIR: I have the honor to report to the Department that the following-named officers have been directed by telegraph and letter to rejoin the *Powhatan* forthwith, viz:

Lieutenant W. W. Queen, Philadelphia; Lieutenant George Brown, Washington; Lieutenant Thomas C. Harris, Philadelphia; First Assistant Engineer James F. Lamdin, Baltimore; First Assistant Engineer W. J. Lamdin, Baltimore; Second Assistant Engineer John Purdy, Washington; Second Assistant Engineer Jackson McElmell, Philadel-

phia; Third Assistant Engineer H. C. McIlvaine, Philadelphia; Third Assistant Engineer H. C. McIlvaine (duplicate), Reading, Pa.; Lieutenant Marines James Wiley, Philadelphia; Lieutenant Marines James Wiley (duplicate), Washington; Sailmaker Jacob Stephens, Philadelphia.

The following officers are present for duty, viz:

Captain Samuel Mercer, Lieutenant Egbert Thompson, Surgeon Joseph Wilson, Passed Assistant Surgeon James Laws, Chief Engineer Harman Newell, Third Assistant Engineer W. H. Glading, Third Assistant Engineer Elijah Laws, Boatswain Francis McCloud, Gunner Bernard Duycker.

I have directed Lieutenants Thomas S. Phelps and John Downes (the latter by telegraph), also Lieutenant Watson Smith and Carpenter Chick to report to me for duty on board the *Powhatan*. The ship will in all probability drop down to the North River on Friday to take in her powder, and I have every reason to believe that she will be ready to sail on Saturday.

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

A. H. FOOTE,  
*Pro Commandant.*

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

3 p. m.—Telegram just received. All possible dispatch, night and day, being made to get *Powhatan* off the yard on Friday.

A. H. F.,  
*Pro Commandant.*

Letter from Secretary of War to G. V. Fox, esq., assigning him to command expedition for the relief of Fort Sumter.

WAR DEPARTMENT,  
*Washington, April 4, 1861.*

SIR: It having been determined to succor Fort Sumter, you have been selected for this important duty. Accordingly, you will take charge of the transports provided in New York, having the troops and supplies on board, to the entrance of Charleston Harbor, and endeavor, in the first instance, to deliver the subsistence. If you are opposed in this you are directed to report the fact to the senior naval officer off the harbor, who will be instructed by the Secretary of the Navy to use his entire force to open a passage, when you will, if possible, effect an entrance and place both the troops and supplies in Fort Sumter.

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

SIMON CAMERON,  
*Secretary of War*

Captain G. V. FOX,  
*Washington, D. C.*

Instructions from Lieutenant-General Scott, U. S. Army, to Lieutenant-Colonel Scott, U. S. Army, regarding expedition for reinforcement of Fort Sumter.

Confidential.]

HEADQUARTERS OF THE ARMY,  
*Washington, D. C., April 4, 1861.*

SIR: This letter will be handed to you by Captain G. V. Fox, ex-officer of the Navy, and a gentleman of high standing, as well as possessed

of extraordinary nautical ability. He is charged by high authority here with the command of an expedition (under cover of certain ships of war) whose object is to reenforce Fort Sumter.

To embark with Captain Fox, you will cause a detachment of recruits, say about 200, to be immediately organized at Fort Columbus, with a competent number of officers, arms, ammunition, and subsistence. A large surplus of the latter—indeed, as great as the vessels of the expedition will take—with other necessaries, will be needed for the augmented garrison of Fort Sumter.

The subsistence and other supplies should be assorted like those which were provided by you and Captain Ward, of the Navy, for a former expedition. Consult Captain Fox and Major Eaton on the subject, and give all necessary orders in my name to fit out the expedition, except that the hiring of vessels will be left to others. Some fuel must be shipped. Oil, artillery, implements, fuses, cordage, slow matches, mechanical levers, and gins, etc., should also be put on board. Consult also, if necessary (confidentially), Colonel Tompkins and Major Thornton.

Respectfully, yours,

WINFIELD SCOTT.

Lieutenant-Colonel H. L. SCOTT,  
*Aid-de-Camp, etc.*

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[Telegram.]

NEW YORK, *April 4, 1861.*

Officers of the *Powhatan* want two months' advance on their mess; furniture was given away and new outfit necessary. They are otherwise in debt. Captain wants four midshipmen ordered to *Powhatan*. Lieutenant Erben just reported. *Release* will sail at 2 this afternoon.

A. H. FOOTE.

Hon. G. WELLES.

[Endorsement.]

Advance authorized and commandant informed April 4, 1861.

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Order from Adjutant-General Thomas, U. S. Army, to Colonel Tompkins, U. S. Army, to charter vessels.

ADJUTANT-GENERAL'S OFFICE,  
*War Department, Wednesday, April 4, 1861.*

SIR: By direction of the War Department you will charter such vessels as Captain G. V. Fox, the bearer of this, may designate, for such times and with such supplies as he may indicate.

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

L. THOMAS,  
*Adjutant-General.*

Colonel D. D. TOMPKINS,  
*Assistant Quartermaster-General, New York, N. Y.*

Report of commandant navy yard, New York, regarding preparations for expedition to Fort Sumter.

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

SIR: Captain Meigs has called on me with a letter,\* showing his authority from the Government to have certain preparations made and things placed on board of vessels soon to go to sea, about which you are familiar; but as the orders do not come direct, I make this report; but as no time is to be lost, I am preparing what is called for, and report my action.

I have the honor to be, in great haste, your obedient servant,  
A. H. FOOTE,  
*Pro Commandant.*

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

Order of the Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to proceed with that vessel to Norfolk navy yard.

NAVY DEPARTMENT, *April 4, 1861.*

SIR: You will proceed immediately with the U. S. steam sloop *Pawnee* to the navy yard at Norfolk, for the purpose of receiving a month's supply of provisions. The commandant of the yard there will be directed to have them ready to be put on board immediately on her arrival.

I am, respectfully, your obedient servant,  
GIDEON WELLES.

Commander S. O. ROWAN,  
*Commanding U. S. S. Pawnee, Washington.*

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *April 5, 1861.*

The Secretary of the Navy desires that all dispatch be made in preparing the *Powhatan* for sea. Recall officers by telegraph.

GIDEON WELLES,  
*Secretary Navy.*

Commander A. H. FOOTE,  
*Navy Yard, Brooklyn.*

Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding the withdrawal of three vessels from his command.

Confidential.]

NAVY DEPARTMENT, *April 5, 1861.*

SIR: The steamers *Powhatan*, Captain Samuel Mercer; *Pawnee*, Commander S. O. Rowan, and *Pocahontas*, Commander J. P. Gillis, have been withdrawn temporarily from your command for special service.

I am, respectfully, your obedient servant,  
GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Norfolk, Va.*

\* Refers to the expedition for the relief of Fort Pickens; see p. 107.

Confidential instructions from the Secretary of the Navy to Captain Mercer, U. S. Navy, commanding U. S. S. *Powhatan*, regarding expedition to Fort Sumter.

Confidential.]

NAVY DEPARTMENT, *April 5, 1861.*

SIR: The U. S. steamers *Powhatan*, *Pawnee*, *Pocahontas*, and *Harriet Lane* will compose a naval force, under your command, to be sent to the vicinity of Charleston, S. C., for the purpose of aiding in carrying out the objects of an expedition of which the War Department has charge.

The primary object of the expedition is to provision Fort Sumter, for which purpose the War Department will furnish the necessary transports. Should the authorities at Charleston permit the fort to be supplied, no further particular service will be required of the force under your command, and after being satisfied that supplies have been received at the fort the *Powhatan*, *Pocahontas*, and *Harriet Lane* will return to New York and the *Pawnee* to Washington.

Should the authorities at Charleston, however, refuse to permit or attempt to prevent the vessel or vessels having supplies on board from entering the harbor or from peaceably proceeding to Fort Sumter, you will protect the transports or boats of the expedition in the object of their mission, disposing of your force in such manner as to open the way for their ingress, and afford, so far as practicable, security to the men and boats, and repelling by force, if necessary, all obstructions toward provisioning the fort and reinforcing it; for in case of resistance to the peaceable primary object of the expedition a reinforcement of the garrison will also be attempted.

These purposes will be under the supervision of the War Department, which has charge of the expedition. The expedition has been intrusted to Captain G. V. Fox, with whom you will put yourself in communication, and cooperate with him to accomplish and carry into effect its object.

You will leave New York with the *Powhatan* in time to be off Charleston bar, 10 miles distant from and due east of the light-house, on the morning of the 11th instant, there to await the arrival of the transport or transports with troops and stores. The *Pawnee* and *Pocahontas* will be ordered to join you there at the time mentioned, and also the *Harriet Lane*, which latter vessel has been placed under the control of this Department for this service. On the termination of the expedition, whether it be peaceable or otherwise, the several vessels under your command will return to the respective ports, as above directed, unless some unforeseen circumstances should prevent.

I am, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Captain SAMUEL MERCER,  
*Commanding U. S. S. Powhatan, New York.*

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Order of the Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. *Pawnee*, to report for special service off Charleston, S. C.

Confidential.]

NAVY DEPARTMENT, *April 5, 1861.*

SIR: After the *Pawnee* shall have been provisioned at Norfolk you will proceed with her to sea and on the morning of the 11th instant appear off Charleston bar, 10 miles distant from and due east of the

light-house, where you will report to Captain Samuel Mercer, of the *Powhatan*, for special service. Should he not be there, you will await his arrival.

I am, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commander S. C. ROWAN,  
*Commanding U. S. S. Pawnee, Norfolk.*

Order of the Secretary of the Navy to Commander Gillis, U. S. Navy, commanding U. S. S. *Pocahontas*, to report for special service off Charleston, S. C.

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

SIR: You will proceed to sea with the *Pocahontas* and on the morning of the 11th instant appear off Charleston bar, 10 miles distant from and due east of the light-house, where you will report to Captain Samuel Mercer, of the *Powhatan*, for special service. Should he not be there, you will await his arrival.

I am, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commander J. P. GILLIS,  
*Commanding U. S. S. Pocahontas, Norfolk, Va.*

Order of the Secretary of the Navy to Captain Faunce, U. S. Revenue Marine, commanding U. S. S. *Harriet Lane*, to report for special service off Charleston, S. C.

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

SIR: The revenue steamer *Harriet Lane* having been temporarily placed under the orders of this Department, you will proceed with her from New York in time to appear off Charleston bar, 10 miles distant from and due east of the light-house, on the morning of the 11th instant, where you will report to Captain Samuel Mercer, of the *Powhatan*, for special service. Should he not be there, you will await his arrival.

I am, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Captain FAUNCE,  
*Commanding U. S. Revenue Steamer Harriet Lane, New York.*

[Telegram.]

NEW YORK, *April 5, 1861.*

I am executing orders\* received from the Government through the Navy officer as well as from the Army officer. Will write fully if possible to-day, certainly to-morrow. I hope the *Powhatan* will sail this evening.

A. H. FOOTE,  
*For Commandant.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

\* Refers to expedition for relief of Fort Pickens; see p. 107.

[Telegram.]

BROOKLYN, *April 5, 1861.*

*Powhatan* ready for sea and will drop down off the Battery at daylight and wait your orders. Lieutenant Queen has reported and Lieutenant Downs is relieved. Lieutenant Smith is the only lieutenant of the *Powhatan* you have not specially ordered.

A. H. FOOTE.

Hon. GIDEON WELLES,  
*Secretary Navy.*

[Telegram.]

WASHINGTON, *April 5, 1861.*

Delay the *Powhatan* for further instructions.

GIDEON WELLES,  
*Secretary Navy.*

Commander A. H. FOOTE,  
*Navy Yard, Brooklyn, N. Y.*

Order of the Secretary of the Navy to commandant navy yard, New York.

NAVY DEPARTMENT, *April 5, 1861.*

SIR: Should Lieutenant W. W. Queen not report for duty on board the *Powhatan* by the 7th instant, you will order one of the lieutenants of the receiving ship *North Carolina* to take his place.

Inform the Department of your action under this order.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore S. L. BREESE,  
*Commandant Navy Yard, New York.*

[Telegram.]

NEW YORK, *April 6, 1861.*

The *Powhatan* sailed at 2:45 this afternoon, just before Mr. Seward's telegram\* reached me for Captain Porter. I have ordered a lieutenant to go after her in a steamer unless she is out of sight; she goes direct to sea; Captain Porter is aboard. I handed Captain Mercer your orders of yesterday; also a telegram, this afternoon, signed by Mr. Hobart [Berrien]; but Captains Meigs, Porter, and Mercer, after a consultation, concluded to have Porter go in *Powhatan*.

A. H. FOOTE,  
*For Commandant.*

Hon. GIDEON WELLES,  
*Secretary Navy, Willard's.*

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\* See p. 112.

Report of commandant navy yard, New York, regarding change of command of U. S. S. Powhatan.

NAVY YARD, NEW YORK, *April 6, 1861.*

SIR: Your orders of the 5th were received by Captain Mercer to-day. Captain Meigs, Lieutenant Porter, and Captain Mercer, after consultation, concluded that Lieutenant Porter should go out in the *Powhatan*, as the arrangements were vital to success; at least so I was informed, not being present at the consultation. A few minutes before the *Powhatan* sailed I delivered a telegram to Captain Mercer, signed H. Berrien, saying that Paymaster Gulick will deliver a dispatch to me this evening. But at 2:30 o'clock the *Powhatan* sailed; at 3 o'clock, when the *Powhatan* was out of sight, I received a dispatch directed to Lieutenant Porter from Mr. Seward, telling him to proceed without the *Powhatan*, as directed in the dispatch to Captain Meigs. I have sent to New York a lieutenant, with orders to charter a steamer and chase the *Powhatan*, unless there is no hope of overtaking her. It is time to close the mail, and I will write fully by next mail.

I have the honor to be,

A. H. FOOTE,  
*For Commandant.*

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

Captain Mercer leaves the *Powhatan* at Staten Island. I am informed that Captain Meigs has sailed this afternoon.

A. H. F.

Additional report of commandant navy yard, New York, regarding change of command of U. S. S. Powhatan.

NAVY YARD, NEW YORK, *April 6, 1861.*

SIR: I hastily informed the Department by mail to-day of the circumstances under which the *Powhatan* sailed with Lieutenant Porter on board, Captain Mercer taking the ship down as far as Staten Island, with the view of there handing her over to Lieutenant Porter; also that I had given Captain Mercer the telegram received from the Department, informing us that Purser Gulick would arrive this evening with a dispatch. I had previously handed Captain Mercer a sealed letter from the Department, addressed to him, which was this morning received. I further stated that Captains Meigs, Porter, and Mercer had held a consultation in reference to the orders and the service in question. Before the *Powhatan* sailed Captain Mercer handed me a paper stating the following:

Captain Mercer has turned the command of the *Powhatan* over to Lieutenant D. D. Porter by order\* of the President, and she has gone to sea. Captain Mercer intends to give Captain Faunce (of the *Harriet Lane*) a copy of his instructions from the Navy Department and direct him to report to the senior naval officer he may meet with off Charleston, giving him the copy of instructions, which Captain Mercer will certify as a correct copy. Captain Faunce will be directed to proceed under his order from the Department dated April 5, off Charleston bar, unless Captain Faunce receives counter orders from the Department. Captains Meigs, Porter, and Mercer, after consultation, determined upon this course.

\* See p. 109.



Captain Mercer will probably be in New York this evening and explain himself more fully to the Department.

I also referred to having sent Lieutenant Roe, of the Ordnance Department, to procure a steamer and, if possible, overhaul the *Powhatan* and give Captain Porter the dispatch sent him by Hon. Mr. Seward, but I fear that the *Powhatan* had then proceeded too far to be overhauled; Lieutenant Roe has not yet returned.

I will on Monday send a correct list of officers of the *Powhatan*. By the urgent request and assurance of authority on the part of Lieutenant Porter, as the four master's mates could not be shipped in time I permitted him to take seven lieutenants—an extra one. The two lieutenants ordered without express authority of the Department were Lieutenant Perry and Lieutenant Smith, of Philadelphia. I had heard that the first had been ordered by the Department, and as he wished to go, as well as from the entreaties of Mrs. Lavinia Perry, and especially as Lieutenant Porter wanted the number, I ordered him, while Lieutenant Smith had before been ordered to fill up the complement, and was named in a list presented to me by Lieutenant Porter.

The marine officer, Lieutenant Broome, went out in the ship, and Mr. Heap, from Washington, as acting paymaster, as Lieutenant Porter informed Captain Mercer and myself on or by authority of the Government.

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

A. H. FOOTE,  
*Pro Commandant.*

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

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Additional report of commandant navy yard, New York, regarding change of command of U. S. S. *Powhatan*, and transmitting enclosure.

NAVY YARD, NEW YORK, *April 6, 1861—6 p. m.*

SIR: By great exertions, highly commendable, Lieutenant Roe overhauled the *Powhatan*, and I send Lieutenant Commanding Porter's reasons, as assigned in the enclosed note, for proceeding with the ship.

I have the honor to be, your obedient servant,

A. H. FOOTE.

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

[Enclosure.]

SATURDAY [*April 6, 1861—5 p. m.*]

SIR: The dispatch intrusted to me for Lieutenant Porter has been delivered into his hands. The *Powhatan* was below quarantine and under way for the Narrows when I reached her. Lieutenant Porter desired me to express his regrets to you that the dispatch came to his hands so late, and that it was too late to change his plans, inasmuch as the *Atlantic* had already gone to sea.

Respectfully, your obedient servant,

F. A. ROE,  
*Lieutenant.*

Captain A. H. FOOTE,  
*Commanding Navy Yard, Brooklyn [New York].*

[Telegram.]

NEW YORK, *April 6, 1861.*

Lieutenant Roc overhauled the *Powhatan* and gave the telegram of Mr. Seward to Lieutenant Commanding Porter, who said that one steamer had sailed and it was too late. Captain Mercer had left the *Powhatan*. I will write to-morrow.

A. H. FOOTE,  
*For Commandant.*

Hon. GIDEON WELLES,  
*Secretary Navy, Willard's.*

Report of commandant navy yard, Washington, of the departure from that yard of U. S. S. *Pawnee*.

COMMANDANT'S OFFICE, NAVY YARD,  
*Washington, April 6, 1861.*

SIR: I have to report for the information of the Department that the U. S. S. *Pawnee*, Commander Rowan commanding, left this yard this morning for Norfolk, Va., in obedience to its order of the 4th instant.

I have the honor to be, very respectfully, your obedient servant,  
FRANKN. BUCHANAN,  
*Commandant.*

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

Report of commandant navy yard, New York, regarding officering of the U. S. S. *Powhatan*.

NAVY YARD, NEW YORK, *April 8, 1861.*

SIR: Your letter of the 5th instant, directing me to order one of the lieutenants of the receiving ship *North Carolina* on board the *Powhatan* provided Lieutenant Queen did not report for duty by the 7th instant, has been received.

In reply I respectfully inform the Department that the *Powhatan* sailed on the 6th instant at 2:45 p. m. with Lieutenant Queen on board, who had reported on the 5th instant. I had detailed a lieutenant from the receiving ship to go out in the *Powhatan* in case the complement of her lieutenants should not be filled when that vessel sailed. I had likewise ordered one of the yard and one of the Coast Survey lieutenants, as well as Lieutenant Downes, from Boston, and Lieutenant Watson Smith, from Philadelphia, to be ready to sail in that vessel; but as will be seen by the accompanying list of officers, Lieutenants Perry and Smith of this number only went out in the *Powhatan*. The reasons for ordering Lieutenant Perry have already been explained. As stated in a former communication, these gentlemen were ordered by request of Lieutenant Porter, who showed his authority for selecting officers and informed me that the Department understood and would approve it all. I acted in this matter after consulting with Captain Mercer.

I also directed Third Assistant Engineer F. H. Fletcher, on temporary duty at this yard, to take the place of Third Assistant Engineer

Glading, who, although having been refused permission to go to Philadelphia by Captain Mercer, still did go, and was absent when the *Powhatan* sailed. The enclosed statement of Captain Mercer will more fully explain the case of Third Assistant Engineer Glading.

Paymaster Gulick reported on the evening of the 6th instant after the *Powhatan* had sailed. The *Harriet Lane* sailed at 9 o'clock this morning.

I am, sir, very respectfully, your obedient servant,  
 ANDREW H. FOOTE,  
*Pro Commandant.*

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

P. S.—There are but few persons who are yet aware of Lieutenant Porter's going out in the *Powhatan*.

A. H. F.

Report of the commandant navy yard, Norfolk, Va., of the arrival of U. S. S. *Pawnee* at that yard.

COMMANDANT'S OFFICE, NAVY YARD,  
 Gosport [Norfolk], April 8, 1861.

SIR: I have the honor to inform you that the U. S. S. *Pawnee* arrived at this station yesterday morning.

I am, sir, very respectfully, your obedient servant,  
 C. S. McCAULEY,  
*Commandant.*

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

Letter from I. J. Baxter, esq., to the Secretary of the Navy, presenting plan for the relief of Fort Sumter.

PEEKSKILL, N. Y., April 9, 1861.

DEAR SIR: Enclosed please find plan of throwing supplies into Fort Sumter, which I respectfully submit to your examination.

Yours, for the Union,

I. J. BAXTER.

Hon. GIDEON WELLES.

[Enclosure.]

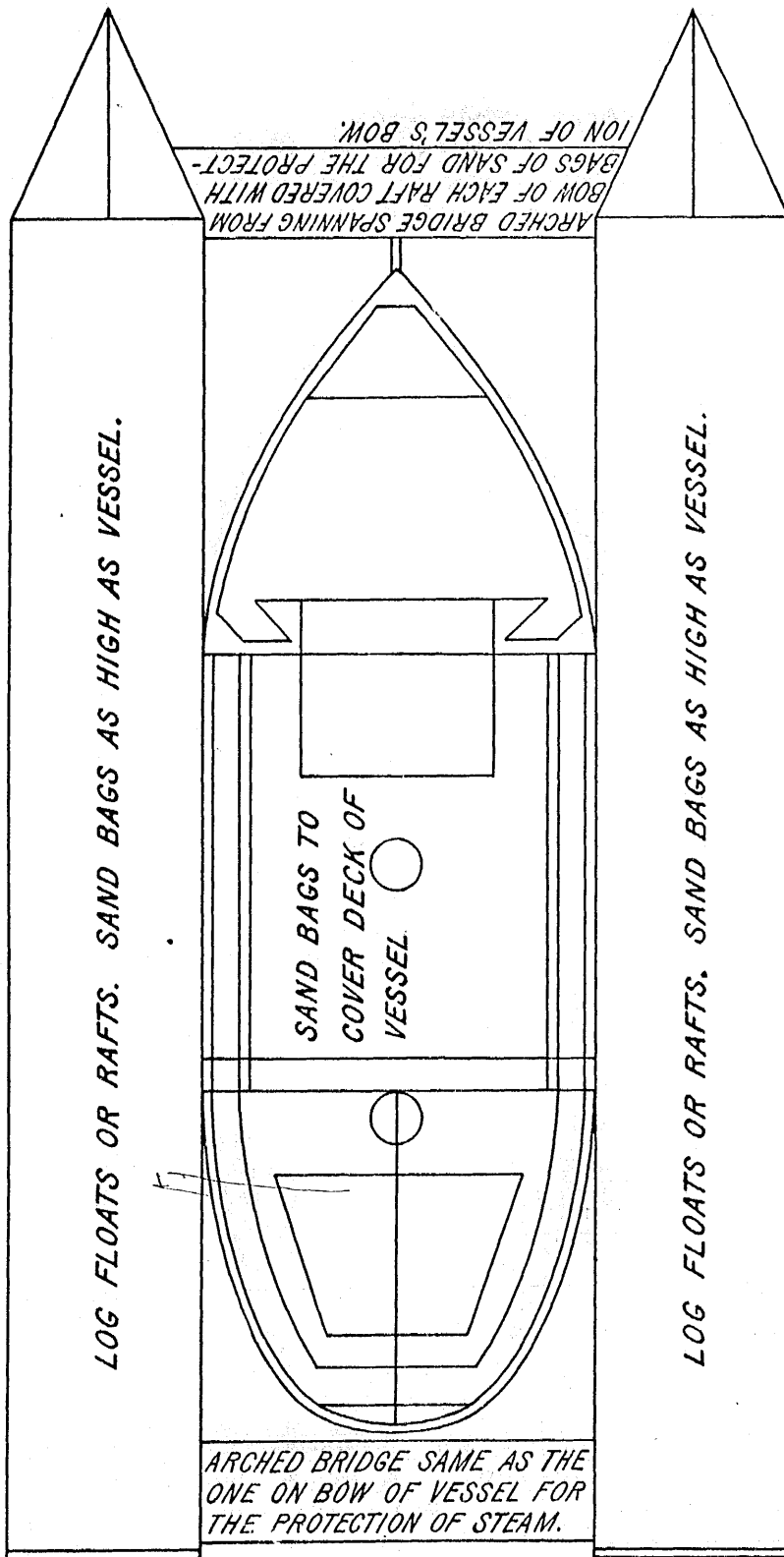
PEEKSKILL, April 9, 1861.

The following represents a powerful propeller, with log floats on each side long enough to protect the entire length of vessel, with bridges slightly arched, to span across fore and abaft; the floats covered with bags of sand, say 3 feet thick, and high enough to protect the sides of vessel. The following plan, if properly constructed, can throw supplies into Fort Sumter in defiance of all their batteries.

Most respectfully submitted.

Yours, truly,

I. J. BAXTER.



Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of the departure of that vessel for sea.

U. S. STEAM SLOOP PAWNEE,  
*Off Cape Henry, April 10, 1861.*

SIR: I have the honor to inform the Department that I am at sea, in obedience to orders dated the 5th instant. I was prepared to leave at daylight yesterday morning, but was delayed by a very heavy easterly gale that has been blowing since Sunday last.

I have the honor to be, very respectfully, your obedient servant,  
S. C. ROWAN,  
*Commander.*

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

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Pocahontas, of the departure of that vessel for sea.

U. S. S. POCAHONTAS,  
*At Sea, off Capes of Virginia, April 10, 1861.*

SIR: Having been detained by thick weather and heavy gales from southward and eastward, I have the honor to report to you our departure, in obedience to your order received yesterday and dated 5th instant.

Will exert all diligence and dispatch.

Herewith I forward a list of officers and crew attached to this vessel.

I am, very respectfully, sir, your obedient servant,  
J. P. GILLIS,  
*Commander, U. S. Navy.*

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

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Pocahontas, of the arrival of that vessel off Charleston, S. C.

U. S. S. POCAHONTAS,  
*Off Charleston, S. C., April 14, 1861.*

SIR: I have the honor to report the arrival of this vessel at the anchorage designated in your order of the 5th instant, the receipt of which I acknowledged off the capes of Virginia.

The weather continued unpropitious. We reached here on the 13th and found at anchor the *Pawnee*, *Harriet Lane*, and *Baltic*. I went immediately on board the former, and arrangements were made to send provisions and some men to the relief of Fort Sumter after dark of same day.

The conflagration of the quarters in Fort Sumter was observed, when, in order to save time, I requested Commander Rowan to dispatch an officer to communicate to the commanding officers of the batteries on shore, expressing our desire to take off the heroic and patriotic Major Anderson and his command if they had survived the conflagration in Fort Sumter. The officer returned with a reply from the batteries that an answer would be sent this morning to Cumming's Point, opposite Sumter. I was prepared to go up in our boats to receive it when one of the Charleston steamers came down with Lieutenant Snyder, of Fort Sumter,

on board, who brought me a message from Major Anderson and the fact of their highly honorable terms in evacuating the fort. Major Anderson desired to know what means of transportation we could give him. I placed at his disposal all we had, and proceeded to Fort Sumter to offer it in person. He leaves to-day for New York in the *Baltic*, should she have accommodation for himself and command.

I have the honor to be, sir, very respectfully, your obedient servant,  
J. P. GILLIS.

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

P. S.—Will you please excuse the haste with which I write? The different vessels will leave to-day for the ports designated in your orders to Captain Mercer, U. S. Navy, 5th instant. The *Powhatan* has not been here.

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Report of G. V. Fox, esq., to the Secretary of War, regarding expedition under his command for the relief of Fort Sumter.

STEAMER *BALTIC*,  
*New York, April 19, 1861.*

SIR: I sailed from New York in this vessel Tuesday morning, the 10th [9th] instant, having dispatched one steam tug, the *Uncle Ben*, the evening previous to rendezvous off Charleston. The *Yankee*, another chartered tug, followed us to the Hook, and I left instructions to send on the *Freeborn*.

We arrived off Charleston the 12th instant at 3 a. m., and found only the *Harriet Lane*. Weather during the whole time a gale. At 7 a. m. the *Pawnee* arrived, and, according to his orders, Captain Rowan anchored 12 miles east of the light to await the arrival of the *Powhatan*. I stood in with the *Baltic* to execute my orders by offering, in the first place, to carry provisions to Fort Sumter. Nearing the bar, it was observed that war had commenced, and therefore the peaceful offer of provisions was void.

The *Pawnee* and [*Harriet*] *Lane* immediately anchored close to the bar, notwithstanding the heavy sea, and though neither tugs nor *Powhatan* nor *Pocahontas* had arrived, it was believed a couple of boats of provisions might be got in. The attempt was to be made in the morning, because the heavy sea and absence of the *Powhatan's* gunboats [boats] crippled the night movement. All night and the morning of the 13th instant it blew strong, with a heavy sea. The *Baltic* stood off and on, looking for the *Powhatan*, and in running in during the thick weather struck on Rattlesnake Shoal, but soon got off. The heavy sea, and not having the sailors (300) asked for, rendered any attempt from the *Baltic* absurd. I only felt anxious to get in a few days' provisions to last the fort until the *Powhatan's* arrival. The *Pawnee* and [*Harriet*] *Lane* were both short of men, and were only intended to afford a base of operations while the tugs and 300 sailors fought their way in.

However, the *Powhatan* and tugs not coming, Captain Rowan seized an ice schooner and offered her to me, which I accepted, and Lieutenant Hudson, of the Army, several Navy officers, and plenty of volunteers agreed to man the vessel and go in with me the night of the 13th. The events of that day, so glorious to Major Anderson and his command, are known to you. As I anticipated, the guns from Sumter dispersed their naval preparations excepting small guard boats, so that

with the *Powhatan* a reenforcement would have been easy. The Government did not anticipate that the fort was so badly constructed as the event has shown.

I learned on the 13th instant that the *Powhatan* was withdrawn from duty off Charleston on the 7th instant; yet I was permitted to sail on the 9th, the *Pawnee* on the 9th, and *Pocahontas* on the 10th, without intimation that the main portion, the fighting portion, of our expedition was taken away. In justice to itself, as well as an acknowledgment of my earnest efforts, I trust the Government has sufficient reasons for putting me in the position they have placed me.

I have the honor to be, your obedient servant,

G. V. Fox.

Hon. SIMON CAMERON,  
*Secretary of War, Washington.*

The *Baltic* has been chartered for one month.

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Extracts from report of the Assistant Secretary of the Navy, regarding the expedition of April, 1861, under his command, for the relief of Fort Sumter.

NAVY DEPARTMENT, *February 21, 1865.*

SIR: \* \* \* The expedition organized for the purpose of taking supplies to Major Anderson's starving garrison in Fort Sumter in 1861 has been referred to in the hope of throwing ridicule upon it and upon me. It is incomprehensible how the attempt to relieve that heroic band on any plan could provoke a sneer; nor does the shaft strike me. It falls upon the President, under whose sanction I acted. It was a patriotic attempt by him to sustain the national flag, and as such was responded to by the heart of the nation. Nothing has more endeared him to the people than his conduct on that occasion. My part in it was very humble; but as everything connected with the subject is of interest and importance I subjoin a brief narrative of facts falling within my knowledge, to serve as materials for the vindication of the President.

*Memorandum of facts concerning the attempt to send supplies to Fort Sumter in 1861.*

January 5, 1861, while in New York, I heard that a steamer belonging to M. O. Roberts was about to leave to carry supplies to the garrison of Fort Sumter. When an officer in the Navy I had commanded one of the United States mail steamers belonging to the line of which Mr. Roberts was president, and therefore I believed it possible for me to obtain command of the vessel designated to take supplies and troops to that fort. Upon visiting the office of the company in West street I found that Captain McGowan had been appointed to the command, and that the steamer was ready for sea. After this steamer (named the *Star of the West*) had returned from her voyage, having been turned back by the rebel batteries of Morris Island on the 9th of January, I called upon my friend, George W. Blunt, esq., of New York, and expressed to him my views as to the possibility of relieving the garrison and the dishonor which would be justly merited by the Government unless immediate measures were taken to fulfill this sacred duty. Mr. Blunt asked me to explain my plan to him, which I did as follows: From the outer edge of the Charleston bar in a straight line to Sumter through the Swash Channel the distance is 4 miles, with no shoal spots

having less than 9 feet at high water. The batteries on Morris and Sullivan's islands are about 2,600 yards apart, and between these troops and supplies must pass. I proposed to anchor three small men-of-war off the entrance to the Swash Channel as a safe base of operations against any naval attack from the enemy, the soldiers and provisions to be carried to the Charleston bar in the Collins steamer *Baltic*, all the provisions and munitions to be put up in portable packages easily handled by one man, the *Baltic* to carry 300 extra sailors and a sufficient number of armed launches to land all the troops at Fort Sumter in one night. Three steam tugs of not more than 6 feet draft of water, such as are employed for towing purposes, were to form part of the expedition to be used for carrying in the troops and provisions in case the weather should be too rough for boats. With the exception of the men-of-war and tugs, the whole expedition was to be complete on board the steamer *Baltic*, and its success depended upon the possibility of running past batteries at night, which were distant from the center of the channel 1,300 yards. I depended upon the barbette guns of Sumter to keep the channel between Morris and Sullivan's islands clear of rebel vessels at the time of entering.

Mr. Blunt and myself discussed the plan over a chart, and he communicated it to Charles H. Marshall and Russell Sturgis, and they all approved it; and Mr. Marshall agreed to furnish and provision the vessels without exciting suspicion.

February 4 Mr. Blunt came to my hotel with a telegram from Lieutenant-General Scott, requesting my attendance at Washington. I left the next day and breakfasted with the general the 6th instant. At 11 a. m. I met at his office, by arrangement, Lieutenant [Norman J.] Hall, who had been sent from Sumter by Major Anderson. In the general's presence we discussed the question of relieving Fort Sumter. Lieutenant Hall's plan was to go in with a steamer protected by a vessel on each side loaded with hay. I objected to it for the following reasons: First, a steamer could not carry vessels lashed alongside in rough water, and, second, in running up the channel she would be bows on to Fort Moultrie, and presenting a large fixed mark, without protection ahead, would certainly be disabled. Lieutenant-General Scott approved my plan, and on the 7th of February introduced me to Mr. Holt, the Secretary of War, to whom I explained the project and offered my services to conduct the party to the fort. Mr. Holt agreed to present the matter to President Buchanan that evening. The next day, the 8th of February, news was received of the election of Jefferson Davis by the Montgomery convention. I called upon General Scott and he intimated to me that probably no effort would be made to relieve Fort Sumter. He seemed much disappointed and astonished.

I therefore returned to New York on the 9th of February. On the 12th of March I received a telegram from Postmaster-General Blair to come to Washington, and I arrived there on the 13th. Mr. Blair having been acquainted with the proposition I presented to General Scott under Mr. Buchanan's Administration, sent for me to tender the same to Mr. Lincoln, informing me that Lieutenant-General Scott had advised the President that the fort could not be relieved and must be given up. Mr. Blair took me at once to the White House, and I explained the plan to the President; thence we adjourned to Lieutenant-General Scott's office, where a renewed discussion of the subject took place. The general informed the President that my plan was practicable in February, but that the increased number of batteries erected at the mouth of the harbor since that time rendered it impossible in March.



Finding that there was great opposition to any attempt at relieving Fort Sumter, and that Mr. Blair alone sustained the President in his policy of refusing to yield, I judged that my arguments in favor of the practicability of sending in supplies would be strengthened by a visit to Charleston and the fort. The President readily agreed to my visit if the Secretary of War and General Scott raised no objections.

Both of these gentlemen consenting, I left Washington on the 19th of March, and passing through Richmond and Wilmington reached Charleston the 21st. I traveled the latter part of the way with Mr. Holmes, of California, formerly a member of Congress from South Carolina in the days of Calhoun. At Florence station we met Mr. Keitt, a member of Congress from South Carolina when that State attempted to secede. He welcomed Mr. Holmes very warmly and enquired with great anxiety whether Sumter was to be given up. Mr. Holmes said, "Yes; I know it," which seemed to give Mr. Keitt much satisfaction; but he insisted upon knowing his authority. Mr. Holmes said, "I have the highest authority for what I say," and upon Mr. Keitt again asking "Who?" he leaned toward him, and at that moment the engine whistle gave a screech for starting, so that the conversation closed and I lost the name. At a station near Charleston Mr. Huger, formerly postmaster under President Buchanan, got into the cars and had an interview with Mr. Holmes, during which the same assurances were repeated relative to the certainty of the evacuation of Fort Sumter. Mr. Huger seemed much depressed with the condition of affairs. At Charleston I sought an interview with Captain Hartstene, formerly of the U. S. Navy, and to him I stated my desire to visit Major Anderson. Not finding General Beauregard, he introduced me to Governor Pickens, to whom I showed the order under which I acted. After considerable delay he directed Captain Hartstene to take me to Fort Sumter, and while the boat was preparing I had an interview with General Beauregard. We reached Fort Sumter after dark and remained about two hours. Major Anderson seemed to think it was too late to relieve the fort by any other means than by landing an army on Morris Island. He agreed with General Scott that an entrance from the sea was impossible; but as we looked out upon the water from the parapet it seemed very feasible, more especially as we heard the oars of a boat near the fort, which the sentry hailed, but we could not see her through the darkness until she almost touched the landing. I found the garrison getting short of supplies, and it was agreed that I might report that the 15th of April at noon would be the period beyond which he could not hold the fort unless supplies were furnished. I made no arrangements with Major Anderson for reenforcing or supplying the fort, nor did I inform him of my plan.

Upon my return I had the honor to be called frequently before the President and in the presence of different members of his Cabinet to answer the objections presented by Lieutenant-General Scott and the military authorities; but as my project simply involved passing batteries with steamers or boats at night at right angles to their line of fire and 1,300 yards distant, a feat of which the Crimean War furnished many safe examples, I maintained the proposition and suggested that it was a naval plan and should be decided by naval officers. The President asked me if there was any naval officer of high authority in Washington who would sustain me, and if so to bring him to the White House. I knew that Commodore Stringham was at that time filling the position of detailing officer in the Navy Department and I took him

to the President, where in the presence of Lieutenant-General Scott he not only confirmed my views, but said that he had that morning held a conversation with Commodore Stewart, who declared that Fort Sumter could easily be reinforced and provisioned with boats at night. As valuable time was being lost by discussions which form no part of this narrative, I represented that so important an expedition required time for its preparation and that I ought to be allowed to take the preparatory steps if there was any possibility of sending it out.

On the 30th of March the President sent me to New York with verbal instructions to prepare for the voyage, but to make no binding engagements.

After consultation with George W. Blunt, esq., who throughout had been of great assistance to me with his advice and active cooperation, I met by previous arrangement Messrs. William H. Aspinwall and Charles H. Marshall, for the purpose of making with them preliminary arrangements for the voyage. Mr. Marshall declined to aid me upon the ground that the attempt to relieve Fort Sumter would kill the proposed loan and bring on civil war, and that the people had made up their minds to abandon Sumter and make the stand upon Fort Pickens.

On the 2d of April I had not received the written authority which I expected from the Government; therefore I returned to Washington.

Delays which belong to the secret history of this period prevented a decision until the afternoon of the 4th of April, when the President sent for me and said that he had decided to let the expedition go, and that a messenger from himself would be sent to the authorities of Charleston before I could possibly get there, to notify them that no troops would be thrown into Sumter if provisions were allowed peacefully to be sent to the garrison. I mentioned to the President that by the time I should arrive at New York I would have but nine days in which to charter and provision the vessels and reach the destined point, 632 miles distant.

He answered that I should best fulfill my duty to my country to make the attempt. The Secretary of the Navy had in commission in the Atlantic waters of the United States only the *Powhatan*, the *Pocahontas*, and *Pawnee*; all these he placed at my disposal, as well as the revenue steamer *Harriet Lane*, and directed me to give all the necessary orders. The *Powhatan*, which had recently returned and gone out of commission, was added to the force I designated, to enable me to have her fine boats and crew for landing the supplies. I suggested to the Secretary of the Navy to place Commodore Stringham in command of the naval force, but upon consulting with that distinguished officer he considered it to be too late to be successful, and likely to ruin the reputation of the officer who undertook it then.

I arrived at New York on the 5th of April, engaged the steamer *Baltic* of Mr. Aspinwall, who used every possible exertion to get her ready for sea, and delivered confidential orders, embracing all my wants, to Colonel H. L. Scott, aid to the General in Chief, and Colonel D. D. Tompkins, quartermaster.

Colonel Scott ridiculed the idea of Government relieving Fort Sumter, and by his indifference and delay half a day of precious time was lost. The recruits that he finally furnished to me were totally unfit to be thrown into a fort likely to be attacked by the rebels.

I placed the hiring of three tugs in the hands of Russell Sturgis, who labored very energetically; but he found great difficulty in obtaining from the owners tugs to go to sea. Finally three were promised, at

exorbitant rates, viz, the *Yankee*, which I fitted to throw hot water, the *Uncle Ben*, and the *Freeborn*. The question of supplies introduced me to Major Eaton, of the Commissary Department, who thanked God that an attempt was to be made to relieve Major Anderson's command, and from the energetic and enthusiastic cooperation of this officer the expedition was immediately provisioned for all contingencies.

The frigate *Powhatan*, Captain Mercer, sailed on the 6th of April, 1861; the *Pawnee*, Commander Rowan, on the 9th; the *Pocahontas*, Captain Gillis, on the 10th; the *Harriet Lane*, Captain Faunce, on the 8th; the tug *Uncle Ben* on the 7th; the tug *Yankee* on the 8th, and the *Baltic*, Captain Fletcher, dropped down to Sandy Hook on the evening of the 8th and went to sea at 8 a. m. of the 9th.

The officers of the Army who accompanied the military force were First Lieutenant E. McK. Hudson, Second Lieutenant Robert O. Tyler, and First Lieutenant C. W. Thomas.

Soon after leaving Sandy Hook a heavy gale of wind set in, which continued during the whole passage. At 3 a. m. of the 12th we reached the rendezvous off Charleston and communicated with the *Harriet Lane*, the only vessel which had arrived; at 6 a. m. the *Pawnee* was seen standing in. I boarded her and informed her commander of my orders to offer to send in provisions, and asked him to stand in to the bar with me. He replied that his orders required him to remain 10 miles east of the light and await the *Powhatan*, and that he was not going in there to inaugurate civil war. I then stood in toward the bar, followed by the *Harriet Lane*, Captain Faunce, who cheerfully accompanied me. As we neared the land heavy guns were heard and the smoke and shells from the batteries which had just opened fire upon Sumter were distinctly visible. I immediately stood out to inform Captain Rowan, of the *Pawnee*, but met him coming in. He hailed me and asked for a pilot, declaring his intention of standing in to the harbor and sharing the fate of his brethren of the Army. I went on board and informed him that I would answer for it that the Government did not expect any such gallant sacrifice, having settled maturely upon the policy indicated in the instructions to Captain Mercer and myself. No other naval vessels arrived during this day, but the steamer *Nashville*, from New York, and a number of merchant vessels reached the bar and awaited the result of the bombardment, giving indications to those inside of a large naval fleet off the harbor. The weather continued very bad, with a heavy sea.

Neither the *Pawnee* nor *Harriet Lane* had boats or men to carry in supplies. Feeling sure that the *Powhatan* would arrive during the night, as she had sailed from New York two days before us, I stood out to the appointed rendezvous and made signals all night. The morning of the 13th was thick and foggy, with a very heavy ground swell. The *Baltic*, feeling her way in, ran ashore on Rattlesnake Shoal, but soon got off without damage. On account of the very heavy swell, she was obliged to anchor in deep water several miles outside the *Pawnee* and *Harriet Lane*.

Lieutenant Robert O. Tyler, an officer of very great zeal and fidelity, though suffering from seasickness, as were most of the recruits, organized a boat's crew and exercised them, notwithstanding the heavy sea, for the purpose of having at least one boat, in the absence of the *Powhatan's*, to reach Fort Sumter. At 8 a. m. I took this boat, and in company with Lieutenant Hudson pulled in to the *Pawnee*. As we approached that vessel a great volume of black smoke issued from Fort Sumter, through which the flash of Major Anderson's guns still replied

to the rebel fire. The quarters of the fort were on fire, and most of our military and naval officers believed the smoke to proceed from an attempt to smoke out the garrison with fire rafts. As it was the opinion of the officers that no boats with any load in them could have reached Sumter in this heavy sea, and no tugboats had arrived, it was proposed to capture a schooner near us loaded with ice, which was done, and preparations at once commenced to fit her out and load her for entering the harbor the following night. I now learned for the first time that Captain Rowan had received a note from Captain Mercer, of the *Powhatan*, dated at New York the 6th, the day he sailed, stating that the *Powhatan* was detached by orders of "superior authority" from the duty to which she was assigned off Charleston, and had sailed for another destination. I left New York two days afterwards without any intimation of this change. At 2 p. m. the *Pocahontas* arrived, and at 2:30 the flag of Sumter was shot away and not again raised. A flag of truce was sent in by Captain Gillis, and arrangements made to place Major Anderson and his command on board the *Baltic* to return North.

The fort was evacuated Sunday, the 14th of April. Monday, the 15th, the steamer *Isabel* took the garrison outside to the steamer *Baltic*, which left that evening direct for New York, where she arrived the forenoon of the 18th instant. My plan for supplying Fort Sumter required 300 sailors, a full supply of armed launches, and three tugs.

The *Powhatan* carried the sailors and launches, and when this vessel was about to leave, in obedience to the orders of the Secretary of the Navy, two officers, Lieutenant D. D. Porter, U. S. Navy, and Captain M. O. Meigs, U. S. Engineers, presented themselves on board with an order from the President of the United States authorizing the former to take any vessel whatever in commission and proceed immediately to the Gulf of Mexico. This order did not pass through the Navy Department and was unknown to the Secretary of the Navy, and when signed by the President he was not conscious that his signature would deprive me of the means to accomplish an object which he held to be of vital importance.

In a letter from him, which is annexed, he hastened to affirm that the attempt to provision Fort Sumter had advanced the cause of the country.

The tug *Freeborn* was not permitted to leave New York. The tug *Uncle Ben* was driven into Wilmington by the violence of the gale and subsequently captured by the rebels. The tug *Yankee* reached Charleston bar a few hours after the *Baltic* had left with Major Anderson's command on board.

The communications between New York and Washington having been severed, I applied to Mr. Aspinwall to obtain for me a small steamer, with arms and ammunition, to enable me to reach the Chesapeake Bay, where I judged that armed steamers were very essential. This gentleman applied to Mr. John Jacob Astor, jr., who very generously gave him a check for \$3,000. With this he procured the tug *Yankee* and persuaded Commodore Breese, commandant of the New York navy yard, to arm and fit her out; and having received from that officer an appointment as acting lieutenant in the Navy, I left on the 26th for Hampton Roads, where I reported to Commodore Pendegraft, of the *Cumberland*.

The services of the *Yankee* not being required at this point, I proceeded to Annapolis and offered my vessel to General Butler, who was about opening communications with Washington. The general gratefully received the steamer and sent me through to the capital to report to

the President, and immediately afterwards I received an appointment in the Navy Department. Annexed are copies\* of orders and letters relating to the narrative which I have submitted.

Very respectfully, yours,

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

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

[Enclosure.]

WASHINGTON, D. C., *May 1, 1861.*

MY DEAR SIR: I sincerely regret that the failure of the late attempt to provision Fort Sumter should be the source of any annoyance to you. The practicability of your plan was not, in fact, brought to a test. By reason of a gale, well known in advance to be possible, and not improbable, the tugs, an essential part of the plan, never reached the ground; while, by an accident, for which you were in no wise responsible, and possibly I to some extent was, you were deprived of a war vessel, with her men, which you deemed of great importance to the enterprise.

I most cheerfully and truly declare that the failure of the undertaking has not lowered you a particle, while the qualities you developed in the effort have greatly heightened you in my estimation. For a daring and dangerous enterprise of a similar character you would to-day be the man, of all my acquaintances, whom I would select. You and I both anticipated that the cause of the country would be advanced by making the attempt to provision Fort Sumter even if it should fail, and it is no small consolation now to feel that our anticipation is justified by the result.

Very truly, your friend,

A. LINCOLN.

Captain G. V. FOX.

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Report of Commander Gillis, U. S. Navy, commanding U. S. S. *Pocahontas*, of the evacuation of Fort Sumter.

U. S. S. *POCAHONTAS*,  
*At Sea, April 16, 1861.*

SIR: I have the honor to report the arrival of this vessel on the 13th instant at the anchorage off Charleston, S. C., designated in your order, the receipt of which I acknowledged off the capes of Virginia.

The weather continued unpropitious. I found here the U. S. S. *Pawnee* (she arrived on the morning of the 12th), the *Harriet Lane*, and transport *Baltic*. I went immediately on board the *Pawnee*, where I received a copy of your orders to Captain Mercer, certified by him and Commander Foote. Had there been pilots for the channel on board, I would have proceeded up to the assistance of Sumter, or made the attempt to pass the long line of batteries, as the impulse was strong to render assistance to the gallant men in Sumter; but without pilots, the buoys and marks being removed, we would probably have grounded.

The flagstaff was shot away in Sumter about the time we anchored the *Pocahontas*; the conflagration of officers' quarters [was] observed before we got in, which we then supposed was from their hot-shot furnace.

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\* The enclosures mentioned are distributed in their chronological order in the preceding pages.—COMPILERS.

The proposition of Captains Fox and Hudson was referred to me, and it was concluded an effort should be made to send provisions and some men to Fort Sumter after dark of the 13th the same day on board of a small schooner, accompanied by boats with some of our crew. The firing ceased, and it was concluded to send a boat with a message by an officer to commanding officer of batteries in relation to bringing off Major Anderson and his command if the heroic, gallant band had survived the attack and conflagration in the fort. To save time I requested Commander Rowan to dispatch one of the *Pawnee's* boats. The answer to the message was that a reply would be sent in the morning (14th) and delivered at Cumming's Point, Morris Island, opposite Fort Sumter.

I was prepared to go up in one of the *Pocahontas's* boats to receive it, when one of the Charleston steamers, carrying a flag of truce, was seen approaching our vessels. She came within speaking distance of this vessel, when Captain Hartstene hailed, saying he wished to communicate with the commanding officer. I requested him to come on board. He did so, and presented to me Lieutenant Snyder, U. S. Army, of Fort Sumter, who said he had a message from Major Anderson, and imparted the decision of Major Anderson to evacuate the fort, it being no longer tenable.

I was rejoiced to learn the patriotic band had survived the many perils they had encountered. They fought like brave men, long and well, and even in their desperate condition no surrender was made, but a highly honorable evacuation. The major desired to be informed what means of transportation we could give him. I placed at his disposal all the vessels, consisting of the *Pocahontas*, *Pawnee*, *Harriet Lane*, and *Baltic*.

I left the *Pocahontas* in charge of Lieutenant Nicholson and proceeded to Fort Sumter to offer them in person. Found the fort a complete wreck, the fire not yet all extinguished. Its shattered battlements, its tottering walls, presented the appearance of an old ruin. Mentioning to Major Anderson the intention to throw supplies and men into the fort after dark, he replied that it was very providential the attempt had not been made, as it could not have been successfully executed on account of the many guns which could have been brought to bear by the batteries.

I remained at Fort Sumter till the little band of patriots had saluted their old flag with a hundred [fifty] guns and marched out with their tattered ensign to the tune of our own Yankee Doodle. They were taken down to the anchorage by the Charleston steamer, and were made at home on board the *Baltic*, Captain Fletcher, to disembark at New York.

The several vessels were dispatched same evening (15th instant), as directed in your orders of the 5th. I sent by the *Harriet Lane* a hasty and not detailed letter to the Department.

Commander Rowan, of the *Pawnee*, received the morning previous to the day we anchored in the *Pocahontas* (twenty-four to thirty hours) the copy of your orders to Captain Mercer. He requested a copy of them, which was given him.

I am, respectfully, sir, your obedient servant,

JNO. P. GILLIS,  
*Commander, U. S. Navy, and Senior Officer  
 Of U. S. Naval Force off Charleston, S. C.*

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

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the evacuation of Fort Sumter.

U. S. S. PAWNEE,

*Off Arsenal, Washington, April 19, 1861.*

SIR: In a communication dated off Cape Henry, April 10, I informed the Department that this ship was at sea in obedience to an order from the Department dated April 5, and delivered to me April 9 at Norfolk.

On the morning of the 12th instant, at 7 o'clock, I was off Charleston Harbor as near the position assigned me as the badness of the weather would enable me to judge.

On approaching the harbor a small paddle-wheel steamer approached, which proved to be the *Harriet Lane*. A boat was sent from her with a communication addressed to the senior naval officer present, which I opened and found to be a copy of dispatch from the Navy Department, dated April 5, addressed to Captain Samuel Mercer, commanding U. S. S. *Powhatan*.

Captain Fox, of the transport *Baltic*, came on board and showed his instructions. He informed me that it was his intention to attempt to reach Fort Sumter in boats laden with provisions, and asked for such force as I could give him. I immediately gave the necessary order to have the launch and one of the cutters ready and armed for the purpose. In the meantime the *Baltic* and the *Harriet Lane* stood in toward the bar; soon, however, the *Baltic* came out again. On her return Captain Fox reported that the forts and batteries in Charleston were firing on Sumter. Captain Fox repaired on board this ship, after which I got underway and stood in and anchored on the outer edge of the Swash Channel.

Fort Moultrie, Cumming's Point, Fort Johnson, and the sand and floating batteries were all playing on Fort Sumter. Fort Sumter returned the fire in the most spirited manner. Captain Fox left this ship intending to make the attempt to land the provisions early the next morning; made all preparations to protect him. The next morning he grounded on Rattlesnake Shoal, which delayed the expedition till the following night. Early the same morning a schooner passed close to us, and suspecting her to belong to Charleston and passing thus near us to see what we were doing, I brought her to anchor after firing three or four shots across her bows. She proved to be the ——, of Philadelphia, laden with ice. I at once determined to use her for the purpose of transferring both men and provisions, and after counseling with Captain Fox he coincided with me in the plan.

This arrangement had scarcely been determined upon before a dense smoke issued from the weather side of Fort Sumter; for some time it was thought to be some floating fire craft dropped down against the walls to annoy and prevent the accuracy of Major Anderson's fire. In two hours flames appeared above the ramparts on the opposite side of the fort from our position. At noon, or a little later, a body of flames curled far above the ramparts. We then became satisfied that the fort was on fire and feared that the gallant major and his little band would suffer severely. At this time the *Pocahontas* came in, and her commander, at my request, came on board this ship and joined our council. I related to him all the circumstances and what preparations we had made for the purpose of throwing provisions into the fort, and, delivering the copies of orders I had received, I placed myself under his order as senior officer present.

At about 2 o'clock the flagstaff on Fort Sumter was shot away, and we witnessed the sad spectacle of the fall of our flag, which we were so

impotent to assist. In vain we looked for its reappearance over the fort; instead of this, the firing from Sumter became more and more weak, and at length ceased entirely.

Lieutenant Marcy was immediately after dispatched in a boat with a flag of truce to Cumming's Point to ascertain whether Major Anderson had surrendered or not, and to make proposals for bringing him and his officers and men away in our vessels. The answer brought from General Simons, in command at Cumming's Point, was that Fort Sumter had surrendered and that a reply to the proposition in regard to Major Anderson and his command would be given the next morning at the point where Lieutenant Marcy had already held communication with General Simons. All other communication with the authorities of Charleston was held by Commander Gillis, the senior officer present.

On Monday evening, the 15th instant, after assisting to transfer Major Anderson's command, with their luggage and stores, on board the *Baltic*, I took my departure for Cape Henry, the *Pocahontas* and *Harriet Lane* preceding me.

Very respectfully, etc.,

S. C. ROWAN,  
Commander, U. S. Navy.

Hon. GIDEON WELLES,  
Secretary of Navy.

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Abstract log U. S. S. Pawnee, April 9-19, 1861, Commander S. C. Rowan, commanding.

April 9, 1861.—At 6:30 p. m. anchored 7 miles from Norfolk.

April 10.—At 5:40 a. m. steaming down for Hampton Roads.

April 12.—At 5 a. m. Cape Romain light N. N. W. At 7:30 anchored; the revenue steamer *Harriet Lane* communicated with us. Packet steamer *Baltic* lying near land in sight. Went to quarters, loaded the guns with shell. Captain G. V. Fox, from the transport *Baltic*, and Captain Faunce, of the *Harriet Lane*, came on board; they left the ship and their respective steamers stood in toward Charleston bar. This ship got underway at 11:45 and steamed in toward the bar. The *Harriet Lane* and *Baltic* came out toward us and reported that the forts and batteries were firing on Fort Sumter; signals were made to Captains Fox and Faunce to repair on board this ship. From meridian to 4 p. m.: Came to anchor and made preparation to get out boats. Forts on shore still firing. At 7 p. m., heavy squall; batteries on shore firing incessantly on Fort Sumter, to which she replied occasionally. From 8 p. m. to midnight: Fort Johnson firing on Fort Sumter; Fort Sumter silent.

April 13.—Midnight to 4 a. m.: During the watch a desultory fire kept up by the batteries on Fort Sumter. Four to 8 a. m.: Hoisted out launch and placed the howitzer and the ammunition boxes in her preparatory to sending off an expedition. At 6 a. m. a fore-and-aft schooner beating in attempted to pass ahead of us. Fired shell ahead of her; she not heaving to, fired another shell when she went about; passed astern of us and appeared still to endeavor to enter the harbor. Fired two more at her when she came to anchor on our starboard beam. Sent a boat to board her; found her to be an American schooner from Boston, loaded with ice. At 8 a. m. a dense black smoke issued from Fort Sumter; batteries still keeping up an incessant fire on it. At 1:45 p. m.



smoke and flames issuing from Fort Sumter. At 2 p. m. firing ceased from fort and batteries. Sent a boat in charge of Lieutenant Marcy with a flag of truce to communicate with the authorities. From 4 to 6 p. m.: Hoisted in the launch. The battery at Cumming's Point fired two shots in the direction of the boat with the flag of truce. A large side-wheel steamer in the offing. At close of this watch a steamer is lying alongside Fort Sumter with the secession flag flying. Many boats sailing about Charleston Harbor and a flag of truce flying on the beach off Fort Moultrie. At 7 p. m. the third cutter returned and brought information of the surrender of Fort Sumter by Major Anderson. This information was given by officers at Cumming's Point.

*April 14.*—From 4 to 8 a. m.: The steamboat *Catawba* came out of Charleston Harbor bearing a flag of truce, communicated with the U. S. S. *Pocahontas*, took a boat in tow and returned. When near the shore, she hoisted the Palmetto flag. The steamer *Nashviller* ran in for the harbor and when near hoisted the Palmetto flag. A steamer in sight on the horizon bearing the so-called Confederate flag. From 8 a. m. to meridian: Appearances of great rejoicing in Charleston Harbor. Smoke still rising from Fort Sumter. At 1 p. m. observed the American flag flying over Fort Sumter. At 2 a salute of fifty guns was fired and the flag was then hauled down. At 4 p. m., the so-called Confederate flag, similar to the one flying over Fort Moultrie during the attack on Major Anderson, was hoisted on Fort Sumter amid a general fire from all the forts and batteries. During the firing in honor of what is called the Confederate flag on Fort Sumter, took the bearings of the different batteries on Morris Island and Sullivan's Island, several of which had hitherto been unnoticed.

North side Sullivan's Island:

Battery bearing N.

Battery bearing N. W. by N.

Battery bearing N. W.

Battery bearing N. W.  $\frac{1}{4}$  W.

Cumming's Point, W.  $\frac{1}{2}$  S.

Fort Sumter, W.  $\frac{3}{4}$  N.

Extreme front of Morris Island:

Battery bearing S. W.  $\frac{1}{4}$  W.

Battery bearing S. W. by W.  $\frac{1}{4}$  W.

Battery bearing S. W. by W.  $\frac{1}{4}$  W.

Battery bearing W. S. W.  $\frac{1}{2}$  W.

Battery bearing W. S. W.

At 7:30 p. m. came in collision with the *Baltic*, crushing the gig and doing other damage. The *Baltic's* stern was also considerably damaged.

*April 15.*—At 9:30 a. m. got underway and stood in toward Charleston bar. At 10, large steamer carrying the American ensign at the fore and what is now called the Confederate flag at her main gaff, and having on board Major Anderson and his command, came out from the harbor of Charleston and steered for the transport steamer *Baltic*. The Charleston steamer proved to be the *Isabel*. At 12 m. commenced transferring the officers, men, and luggage from the *Isabel* to the *Baltic*, the *Pocahontas*, this ship, and the *Harriet Lane* keeping under steam near the *Baltic*. At 4 p. m. the *Isabel* returned to Charleston. The stops of the flag which waved over Fort Sumter during the attack were broken, and as it blew out from the main truck of the *Baltic* it was saluted by the United States steamers and greeted by three times three cheers from the crews of the vessels. At 5:30 took our departure.

*April 19.*—At 8:45 a. m. anchored off Giesboro Point [Potomac River].

Report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. *Harriet Lane*, of the arrival of that vessel at New York from Charleston, S. C.

U. S. S. HARRIET LANE,  
*New York, April 18, 1861.*

SIR: I have the honor to report the arrival of the above-named vessel at this port from Charleston bar, after a boisterous passage of seventy-five hours.

We sailed in company with U. S. steamers *Pawnee* and *Pocahontas* and the U. S. transport *Baltic*.

I am, sir, very respectfully, your obedient servant,  
JOHN FAUNCE,  
*Captain.*

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

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*Confederate reports and correspondence relative to the attempt to relieve Fort Sumter.*

[Telegram.]

WASHINGTON, April 2, 1861.

The war wing presses on the President; he vibrates to that side. He has conferred with several officers—naval engineers—supposed to be in regard to Sumter, perhaps to collecting revenues at New Orleans. Commodore Pendergrast is not at Key West, but at Norfolk; could not, therefore, land troops. Senator Dixon conversed fully with Chase on Saturday; found him much moderated and strongly inclined to peace policy. Their form of notice to us may be that of the coward, who gives it when he strikes. Watch at all points. It is said the *Pawnee* sailed from this place this evening with three companies of artillery.

MARTIN J. CRAWFORD,  
A. B. ROMAN,  
[*C. S. Commissioners.*]

HON. R. TOOMBS,  
[*Secretary of State of Confederate States.*]

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[Telegram.]

WASHINGTON, April 3, 1861.

Much activity to-day in the War and Navy Departments. It is said the *Minnesota*, at Boston, has been ordered to the mouth of the Mississippi. *Powhatan* suddenly put in commission to sail next week. Four companies now here; three artillery, one sappers and miners, ordered to New York. Report says these movements have reference to the San Domingo question. *Pawnee* will not be ready for sea until Saturday. Our intermediary says they dare not deceive him, as they know we don't rely upon them, but upon him.

CRAWFORD.  
ROMAN.  
FORSYTH.

HON. R. TOOMBS.

[Telegram.]

WASHINGTON, *April 4, 1861.*

It is believed here in high circles that the naval preparations alluded to in our telegram of yesterday are intended against Spain, on account of the Dominican affair. The contemptuous allusions to the United States by European press and people, as a Government in ruins, induces the contemplated demonstration, to show the world that it is still one of the great powers, and that the separation of the Confederate States does not impair its importance.

In confirmation we know that a diplomatic note of rather a disagreeable nature has been sent the Spanish minister from the Department of State in reference thereto.

Notwithstanding, all this fleet may now or hereafter be ordered to our coast; hence we would say strengthen the defenses at the mouths of the Mississippi.

CRAWFORD.  
ROMAN.  
FORSYTH.

Hon. R. TOOMBS,  
*Montgomery.*

[Telegram.]

MONTGOMERY, *April 4, 1861.*

Your dispatch of to-day is received. You are mistaken. We are ready.

R. TOOMBS.

Messrs. CRAWFORD, FORSYTH, and ROMAN.

[Telegram.]

WASHINGTON, *April 5, 1861.*

The movement of troops and preparations on board of vessels of war of which you have already been apprised are continued with the greatest activity. An important move requiring a formidable military and naval force is certainly on foot. The statement that this armament is intended for San Domingo may be a mere ruse. We are, however, most creditably informed that Commodore Stringham, who takes charge of the squadron, sails for San Domingo. Having no confidence in the Administration, we say be ever on your guard. Glad to hear that you are ready. The notice promised us will come at the last moment if the fleet be intended for our waters.

CRAWFORD.  
ROMAN.  
FORSYTH.

Hon. R. TOOMBS.

[Telegram.]

SAVANNAH, [*April*] 5 [*1861*].

G. B. Lamar telegraphs thus to-day from New York:

Mobile, Pensacola, New Orleans, and Savannah. Look to your coast.

C. A. L. LAMAR.

Hon. R. TOOMBS,  
*Secretary of State, C. S. A.*

[Telegram.]

WASHINGTON, *April 6, 1861—10:30 p. m.*

No change in the activity of the warlike armaments mentioned yesterday. The rumors that they are destined against Pickens and perhaps Sumter are getting every day stronger. We know nothing positive on the subject, but advise equal activity on your part to receive them if they come. We have not yet been notified of the movement, but the notifications may come when they are ready to start.

CRAWFORD.  
 FORSYTH.  
 ROMAN.

R. TOOMBS.

[Telegram.]

CHARLESTON, *April 7, 1861.*

(Received at Washington, 10:20 a. m., April 8.)

We have so many extraordinary telegrams I would be glad to know from you if it is true that they have determined to reenforce Sumter, and if a naval force is sent to our harbor. Be so good as to answer as soon as convenient, for something [is] desired to govern our conduct.

F. W. PICKENS.

Messrs. CRAWFORD and FORSYTH,  
*Commissioners.*

[Telegram.]

WASHINGTON, *April 7, 1861.*

Events since our last have, in our judgment, made it our duty to require an answer to our official note of March 12. We do so to-night with notification that our secretary will call for a reply to-morrow at 2 p. m. We believe that a hostile movement is on foot and part of it sailed against the Confederate States. It may be Sumter and the Mississippi. It is almost certain that [it] is [Fort] Pickens and the Texan frontier. If Seward's reply is not satisfactory we shall consider the gauntlet of war thrown down and close our mission. After 2 p. m. to-morrow will telegraph you.

CRAWFORD.  
 ROMAN.  
 FORSYTH.

Hon. R. TOOMBS.

Extracts from a letter from Judge John A. Campbell.

Memorandum.]

SUNDAY MORNING, *April 7, [1861.]*

The commissioners have been under anxiety and concern for two or three days by reports, that have some appearance of authority, of conversations of the President relative to Southern affairs, by the unusual movements of troops, and by the sailing of the *Atlantic*.

I have assured them that the Government will not undertake to supply Sumter without giving notice to Governor Pickens, and that I should have notice whenever any measure changing the existing

status prejudicially to the Confederate States is contemplated as respects Fort Pickens. I do not experience the same anxiety or concern as they express. But if I have said more than I am authorized I pray that you will advise me.

As the result of the enquiries made in the foregoing, the information contained in the paper enclosed is given.

[JOHN A. CAMPBELL.]

[Telegram.]

WASHINGTON, *April 8, 1861.*

Your telegram of to-day and dispatch of 2d received. This Government politely declines in a written paper to recognize our official character or the power we represent. We shall rejoin and then leave the city, unless otherwise instructed. We believe Fort Pickens and Texas are the first points of military demonstration.

FORSYTH.  
ROMAN.  
CRAWFORD.

Hon. R. TOOMBS.

[Telegram.]

CHARLESTON, *April 8, 1861.*

Special messenger from Lincoln, Mr. Chew, informs us Sumter [is] to be provisioned peaceably; otherwise forcibly.

G. T. BEAUREGARD.

M. J. CRAWFORD,  
*Confederate Commissioner.*

[Telegram.]

WASHINGTON, *April 8 [1861].*

The military and naval movements are conducted with extraordinary secrecy.

We are assured that you will not be disturbed without notice, and we think [Fort] Sumter is to be evacuated and [Fort] Pickens provisioned.

We have taken steps to define relations of peace or war with this Government within a few hours. Your patience and noble forbearance will not be much longer put to trial.

FORSYTH.  
ROMAN.  
CRAWFORD.

Governor F. W. PICKENS,  
*Charleston.*

[Telegram.]

WASHINGTON, *April 10, 1861.*

The Tribune of to-day declares the main object of the expedition to be the relief of Sumter, and that a force will be landed which will overcome all opposition.

ROMAN.  
FORSYTH.  
CRAWFORD.

General G. T. BEAUREGARD,  
*Charleston, S. C.*

[Telegram.]

WASHINGTON, *April 10, 1861.*

Our mission is closed. We are detained here by the freshet on the roads. We hope to be able to leave to-morrow. The Tribune of to-day declares the main object of the expedition to be the relief of Sumter.

ROMAN.

CRAWFORD.

FORSYTH.

Hon. R. TOOMBS.

Order of Commander Hartstene, C. S. Navy, to Lieutenant Commanding Dozier, C. S. Navy, for the preparation of C. S. S. Lady Davis.

CHARLESTON, S. C., *April 5, 1861.*

SIR: You will prepare the steamer *Lady Davis* for sea immediately, taking on board as much fuel as possible and ten days' provisions. You will also take for [from] the receiving vessel three landsmen. Orders will be given you at what hour to start.

Respectfully, etc.,

H. J. HARTSTENE,  
*Commander, C. S. Navy.*

Lieutenant Commanding W. G. DOZIER, C. S. Navy.

Instructions from Commander Hartstene, C. S. Navy, to Lieutenant Commanding Dozier, C. S. Navy, commanding C. S. S. Lady Davis, regarding proposed expedition to prevent reenforcement of Fort Sumter.

STEAMER GORDON,  
*Charleston, April 6, 1861.*

SIR: The object of the present expedition under my command, consisting of the *Lady Davis*, *General Clinch*, and *Gordon*, is to guard the approaches to this harbor from the sea and prevent a reenforcement of Fort Sumter. You will therefore most rigidly obey all orders by signal or otherwise, using the utmost vigilance and giving immediate notice of any vessel or boat approaching.

You will take station in Maffitt's Channel and keep always within signal distance of this vessel in main ship channel. Economize your fuel, and if necessary to replenish and not able to communicate with me proceed to Stono and return as soon as possible.

If necessary to avoid the enemy, seek shelter under the guns of the nearest battery or run for Stono Inlet, or Bull's Bay, or Charleston, if possible; if compelled to abandon your vessel, set her on fire to prevent her falling into the hands of the enemy.

Be particularly cautious at night to guard against the approach or attack from boats, against whom you will find it convenient and useful to use your steam by running them down, having small-arms men ready to repel boarders.

Enclosed is a copy of signals to be used.

Respectfully,

H. J. HARTSTENE,  
*Commander, C. S. Navy*

Lieutenant Commanding DOZIER,  
*Steamer Lady Davis.*

P. S.—You will proceed to sea with me to-morrow following my motions in line ahead, one cable's length astern of the *Clinch*, she to be one cable's length astern of me.

H. J. H.

Every morning at daylight get underway with me and run as far as Bull's Bay under short steam and cruise to and fro to observe any vessels in the bay or offshore for 10 or 15 miles, being certain to return to your station off the Moultrie House on Sullivan's Island and anchor as close as possible on the south side of the channel, from dark to daylight. You will keep a boat, if the weather is not bad, with two trusty men, moving slowly between the *Clinch* in the Swash Channel and your vessel. Allow no lights (except signals) to be shown. Be always ready to get underway. Examine all vessels or boats passing in, and let none pass with an unusual number of men or anything suspicious. Allow nothing to pass in except in daylight. If not certain of a vessel's character, follow her in past Sumter, keeping her closely observed.

Keep a correct log, duly signed; have a lookout forward and aft, besides the officer of the watch.

H. J. H.

Anchor for to-night so as to be nearly equidistant between Sullivan's Island and the inner buoy marked on the chart in North Channel, where the *Clinch* will be.

H. J. H.

Enter the following signals in your book:

- 45, boat; send on board the admiral.
- 63, chase the stranger, not going out of signal distance.
- 141, hail, come within.
- 227, position, take.
- 257, underway, to get.
- 64, cruise off, returning before dark.
- 35, action, join in.
- 246, send on board signal book.
- 66, captains, come to admiral.

If a suspicious vessel is discovered in a fog, fire one gun; if certain she is an enemy, fire two guns; if requiring assistance, fire three guns, making them tell upon the enemy and blow the steam whistle or ring the bell, or do both.

*At night.*

One long whistle, send a boat to admiral.

Two long whistles, come within hail.

Three long whistles, chase the stranger, not going out of signal distance.

If the above signals are followed by ringing of the bell, they are intended for the *Clinch*.

Number your signals from the upper left one. The answering pennant is the vertical red and white one.

Four long whistles, cruise off the *General Clinch*.

Five long whistles, cruise off the *Lady Davis*.

Six long whistles, position take.

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Instructions from Commander Hartstone, U. S. Navy, to Lieutenant Commanding Dorier, U. S. Navy, commanding U. S. S. *Lady Davis*, regarding expedition for the placing of fire rafts off Fort Sumter.

STEAMER GORDON,

*Off Sumter, April 11, 1861.*

SIR: You will proceed to Charleston immediately in the *Lady Davis*, then leave your vessel in charge of your first lieutenant, find out from the quartermaster's department (Colonel Thatcher's) all about the necessary preparations for the rafts (two), which you will, after

dark, have towed as near as you can get to southwest side of Fort Sumter, anchor them and send the steamer to a safe distance inshore with a supply of wood to replenish the fires on the rafts if they should be extinguished. You must have a good pilot to anchor you in position; have also a boat and crew. You will wait quietly on the rafts, which must be so placed and prepared as to burn freely and give the most light on southwest side of Sumter. You will be in position as soon as possible after dark, all prepared, and fire up both as soon as the batteries open on approaching boats or vessels.

The object of this expedition is to place your two rafts in such position as to give the best light on southwest side of Sumter, that the guns may see to fire upon a party disembarking from boats or vessels. This service is very important, and much is left to your good discretion. If the fires burn out before daylight, you must replenish and fire up, retreating as before.

Respectfully, etc.,

H. J. HARTSTENE.

Lieutenant Commanding W. G. DOZIER.

Letter from Commander Hartstene, C. S. Navy, to Brigadier-General Beauregard, C. S. Army, stating his purpose to prevent the reenforcement of Fort Sumter.

FORT MOULTRIE, S. C., *April 13, 1861.*

GENERAL: Fort Sumter has been set on fire, and as it is very important (with the vessels outside threatening to enter) to have all experience, I have determined to remain and avoid or prevent a reenforcement. I do not think there are more than three vessels off. Colonel Ripley and myself will endeavor to prevent an entry here to-night. I will, as you said, make myself useful; more so, probably, than I could at any other point. I shall go out in a rowboat during the night, with signals arranged, and reconnoiter the entrance and give timely notice of any boats approaching. I think the fire hulk inside of Sumter had better not be lighted, as it will probably dim our vision.

I have just made out the vessels off. They are the *Pawnee*, *Harriet Lane*, *Nashville*, *Atlantic* [*Baltic*], and a merchant schooner. They can not enter in their vessels. With a good lookout (for a lookout stationed here, and a boat off in the channel, together with their fire hulks, which are still floating in a line around Fort Sumter) I think you need have no fear of an entrance here. They are all here and in fine spirits. Ripley is a most valuable officer—cool, collected, and energetic. He keeps all in spirits and up to their work. I have all the batteries on this island, and give the best directions as I think may be useful, particularly in regard to looking out for and firing at boats or shipping. The guns are all intact and in fine working order.

Respectfully,

H. J. HARTSTENE.

General BEAUREGARD,  
*Charleston, S. C.*

Letter from Lieutenant Hugor, C. S. Navy, commanding batteries, Morris Island, S. C., to Brigadier-General Beauregard, C. S. Army, offering his services in driving off the United States vessels.

SOUTH END BATTERY,  
*Morris Island, S. C., April 15, 1861.*

GENERAL: These vessels of the enemy which are causing us some anxiety, and, at any rate, treating us with great disrespect, I would like



to have the pleasure of driving off from our port; and, if we can not succeed in that, at least make them keep at a respectable distance. I volunteer for the service. If you will allow me to put the rifle cannon on board the *Lady Davis*, under my command, I can go out and at long range try the effect of the shot on them. I think in this way I may be able to annoy, if not drive them off. Should this plan meet your views, I would be glad to try and carry it into execution.

I am, very respectfully, your obedient servant,

T. B. HUGER,

*Lieutenant, U. S. Navy, Commandant of Batteries.*

Brigadier-General BEAUREGARD,  
*Commander in Chief, Charleston, S. C.*

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Report of Commander Hartstene, U. S. Navy, of the transfer of Major Anderson, U. S. Army, and his command from Fort Sumter to chartered steamer *Baltic*.

HEADQUARTERS PROVISIONAL FORCES, U. S. ARMY,  
*Charleston, S. C., April 16, 1861.*

MAJOR: On the afternoon of the 13th instant, shortly after the surrender of Fort Sumter, I was placed on board the steamer *Catawba* to convey to the fort, in connection with Major Jones, Captains Miles and Pryor (aids to Brigadier-General Beauregard), to arrange with Major Anderson the means most acceptable to him for his evacuation the following day.

The major, agreeably to our offer, sent on board of us Lieutenant Snyder to confer with the commander of the fleet off the bar in regard to transportation. I accompanied him out on the morning of the 14th instant, and after a short conference he returned to the fort, where it was arranged that the steamers and all necessary facilities for the removal of the command should be ready at 11 o'clock, and that they should be conveyed to the fleet, and have the option either of taking passage in one of their vessels or of going on the one furnished by the Confederacy.

At 11 o'clock all facilities were at the disposal of Major Anderson, but the work of removal was delayed in consequence of the accidental explosion which killed and wounded five of his command. They were not all embarked until sundown, when it was too late to cross the bar. This, however, was effected early the following morning, and the command shortly afterwards was transferred to the steamer *Baltic*, one of the transports of the United States.

All of which is respectfully submitted for the information of the brigadier-general commanding.

Respectfully, etc.,

H. J. HARTSTENE.

Major D. R. JONES,  
*Asst. Adjt. Gen. of Provisional Forces, U. S. Army, Charleston, S. C.*

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*Order of the Secretary of the Navy to the Colonel Commandant U. S. Marine Corps, regarding detachment of marines for Fort McHenry, Baltimore.*

Confidential.]

NAVY DEPARTMENT, *January 8, 1861.*

SIR: You will send a detachment of thirty marines, properly officered, armed, and equipped, and rationed for fifteen days, by to-morrow morn-

ing's early train of cars to Fort McHenry, Baltimore. They will garrison the fort until relieved by army troops, when they will return to Washington.

I am, respectfully, your obedient servant,

I. TOUCEY.

Colonel JOHN HARRIS,  
*Commandant Marine Corps, Headquarters.*

*Order of the Secretary of the Navy to Lieutenant Hays, U. S. Marine Corps, commanding detail of marines.*

NAVY DEPARTMENT, *January 12, 1861.*

On arrival of army troops at Fort McHenry return with marines under your command to headquarters, in obedience to orders of January 8, 1861.

I. TOUCEY,  
*Secretary of the Navy.*

Lieutenant A. J. HAYS,  
*Commanding Detachment Marines, Fort McHenry, Baltimore.*

*Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Pocahontas, of the arrival of that vessel at Hampton Roads, Va., from Mexico.*

U. S. STEAM SLOOP POCAHONTAS,  
*Hampton Roads, Va., March 12, 1861.*

SIR: In obedience to the enclosed orders of Flag-Officer Pendergrast I have the honor to report the arrival of this ship at Hampton Roads, Va.

We sailed from Sacrificios, near Vera Cruz, on the afternoon of the 22d ultimo, and after a passage in which we encountered heavy weather, and not one hour's fair wind, we arrived at Havana on the evening of the 2d instant with but 4 tons of coal on board.

We sailed from the latter place on the 5th. Part of the 8th and the whole of the 9th and 10th this vessel was under the influence of a revolving storm or cyclone, in which she suffered considerably by straining, the sea for fifteen hours being of a pyramidal form and coming from all directions with great violence. If my apprehensions of the magnitude of this gale are correct, we may expect to hear of many marine disasters.

We suffered the severity of the tempest in about latitude 31° N., longitude 79° W. The body of the cyclone appeared to me to bear about S. S. W. and to move in a southerly and westerly direction, its vortex passing over the Bahamas.

We left the steam frigate *Powhatan* at Havana, to sail on the 8th for New York.

The *Cumberland* was towed out of Sacrificios by the *Powhatan* on the 25th of February, and is now due at this place.

We are short of provisions and our upper works leaking, and should be at a navy yard. Lieutenant Van R. Morgan came home a passenger, having been condemned by a medical survey at Vera Cruz.

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

A. MURRAY,  
*Lieutenant, Commanding.*

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

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Powhatan, of the arrival of that vessel at New York from Vera Cruz, Mexico.*

U. S. S. POWHATAN,  
New York, March 13, 1861.

SIR: In obedience to an order from Flag-Officer Pendergrast, dated February 24, 1861, I sailed from Vera Cruz on the 25th ultimo; arrived at Havana on the 3d ultimo; replenished coal; sailed for this port on the 8th ultimo, and arrived here to-day in this vessel under my command.

I am, sir, respectfully, your obedient servant,  
SAMUEL MERCER,  
Captain.

Hon. SECRETARY OF THE NAVY,  
Washington, D. C.

*Order of the Secretary of the Navy to Lieutenant Murray, U. S. Navy, commanding U. S. S. Pocahontas.*

NAVY DEPARTMENT, March 14, 1861.

SIR: Your letter of the 12th instant, reporting the arrival of the *Pocahontas* under your command at Hampton Roads, has been received. You will proceed with the *Pocahontas* to the navy yard at Gosport [Norfolk] immediately.

I am, respectfully, your obedient servant,  
GIDEON WELLES.

Lieutenant ALEXANDER MURRAY,  
Commanding U. S. S. Pocahontas, Hampton Roads, Va.

*Order from the Secretary of the Navy to the commandant navy yard, Norfolk, Va., to repair the U. S. S. Pocahontas.*

NAVY DEPARTMENT, March 14, 1861

SIR: Lieutenant A. Murray, commanding the *Pocahontas*, now at Hampton Roads, has been ordered to proceed with that vessel to the navy yard at Gosport [Norfolk]. On her arrival you will be pleased to have the slight repairs that she may require put upon her without delay.

I am, respectfully, your obedient servant,  
GIDEON WELLES.

Commodore CHARLES S. MCCAULEY,  
Commandant Navy Yard, Norfolk, Va.

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

NAVY DEPARTMENT, March 18, 1861.

SIR: Your No. 35, dated February 25, 1861, with enclosures, has been received.

You will please inform the Department why the *Powhatan* and *Pocahontas* were not directed to coal at Key West, where the Government keeps a supply for the Home Squadron, instead of Havana.

I am, respectfully, your obedient servant,  
[GIDEON WELLES.]

Flag-Officer G. J. PENDERGRAST,  
Commanding Home Squadron, Hampton Roads, Va.

*Report of Commander Gillis, U. S. Navy, appointed to command U. S. S. Pocahontas.*

NAVY YARD, GOSPORT, *March 19, 1861.*

SIR: In obedience to your order of the 27th ultimo, I have this day reported to Commodore McCauley for the command of the U. S. S. *Pocahontas*.

I have the honor to be, sir, your obedient servant,  
 J. P. GILLIS,  
*Commander.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the arrival of U. S. ship Cumberland at Hampton Roads from Vera Cruz, Mexico.*

U. S. FLAGSHIP CUMBERLAND,  
*Hampton Roads, Va., March 23, 1861.*

SIR: I have the honor to inform the Department that I arrived here in the U. S. ship *Cumberland* to-day, twenty-seven days from Vera Cruz, Mexico. On leaving Vera Cruz I left the following vessels of war off the island of Sacrificios: U. S. ship *Macedonian*, Captain Glynn; two English steamers, two Spanish steamers and one brig, and a French brig and steamer. The U. S. S. *Pocahontas*, Lieutenant Commanding Murray, left on the 22d of February for Hampton Roads, Va., and the U. S. S. *Powhatan*, Captain Mercer, in company with this ship, on the 25th instant. I gave the two former ships authority, if necessary, to stop at Havana to replenish their coal.

I have the honor to be, sir, very respectfully, your obedient servant,  
 G. J. PENDERGRAST,  
*Flag-Officer, Commander in Chief Home Squadron.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of repairs needed by U. S. ship Cumberland.*

U. S. FLAGSHIP CUMBERLAND,  
*Hampton Roads, Va., March 25, 1861.*

SIR: In my dispatch numbered 36 I had the honor to inform the Department of my arrival here.

The *Cumberland*, having experienced a succession of severe gales off the coast, will need some repairs, and requires water, stores, and provisions. I would therefore be glad to receive the orders of the Department in relation to her.

I have the honor to be, sir, very respectfully, your obedient servant,  
 G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, stating reason for coaling at Havana, Cuba, instead of Key West, Fla.*

U. S. FLAGSHIP CUMBERLAND,  
*Hampton Roads, Va., March 25, 1861.*

SIR: Your dispatch under date of March 18, 1861, wishing to be informed why the *Powhatan* and *Pocahontas* were ordered to proceed to Havana instead of Key West, where the Government keeps a supply of coal, has been received. In the present unhappy state of the country it was doubtful whether a United States ship would be allowed to touch at Key West without encountering some difficulties, and for that reason they were ordered to touch at Havana if necessary to replenish their coal.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to commandant navy yard, Norfolk, Va., regarding orders of the Department.*

U. S. FLAGSHIP CUMBERLAND,  
*Hampton Roads, Va., March 27, 1861.*

SIR: Your communication under date of the 26th instant has been received.

I beg leave to quote the following extract from my orders from the Department:

You will proceed with your flagship, the *Cumberland*, to Hampton Roads, Va., and there await the further instructions of the Department.

Under the circumstances I do not feel authorized to move this ship until I receive further instructions from the Department or my superior officer.

In my report to the Department I mentioned that this ship required some repairs and stores, and asked the instructions of the Department in relation to the matter.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

Flag-Officer CHARLES S. MCCAULEY,  
*Navy Yard, Gosport [Norfolk], Va.*

*Letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, in regard to coaling at Havana, Cuba.*

NAVY DEPARTMENT, *March 28, 1861.*

SIR: The Department has received your No. 36, reporting your arrival in the *Cumberland* at Hampton Roads, and also your No. 37 and No 38.

Your reasons for directing the *Powhatan* and *Pocahontas* to touch at Havana, to replenish their coal if necessary, are satisfactory to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Hampton Roads, Va.*

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

NAVY DEPARTMENT, *March 29, 1861.*

SIR: Proceed with the *Cumberland* to the naval anchorage, Norfolk.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Hampton Roads, Va.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding U. S. ship Cumberland.*

U. S. FLAGSHIP CUMBERLAND,  
*Naval Anchorage, Norfolk, Va., March 31, 1861.*

SIR: I have the honor to acknowledge the receipt of your order under date of March 29. In obedience to that order I have this day moved the *Cumberland* to the naval anchorage, Norfolk.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding Home Squadron.*

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

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, requesting suitable flagship.*

FLAGSHIP CUMBERLAND,  
*Naval Anchorage, [Norfolk, Va.], April 10, 1861.*

SIR: I have the honor to inform the Department that the *Cumberland*, being a sailing vessel, is not well suited for the flagship of a squadron, and I respectfully request that a proper steamer may be assigned me as the flagship of the Home Squadron.

I also beg to renew the application to the Department for the officers named in my dispatch (No. 3) from Vera Cruz, dated November 5, 1860.

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

G. J. PENDERGRAST,

*Flag-Officer, Commander in Chief Home Squadron.*

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

*Order of the Secretary of the Navy to commanding officers of the Home Squadron, regarding courtesies to be extended to the correspondent of the London Times.*

Confidential.] NAVY DEPARTMENT, Washington, April 11, 1861.

SIR: Mr. William H. Russell, the correspondent of the London Times, being on a visit to this country, will make a tour through the Southern States, and may desire to take passage or have accommodation on board the vessel under your command.

Should such be the case, and you can extend to him the privilege, you not only have the permission of the Department to do so, but will receive its approbation for your courtesy and attention.

Very respectfully,

GIDEON WELLES,  
*Secretary Navy.*

COMMANDER OF THE HOME SQUADRON, OR  
COMMANDER OF ANY U. S. VESSEL OF THE SQUADRON.

*Letter from the Superintendent of the Naval Academy to the Secretary of the Navy, seeking instructions in case of attack upon that place.*

NAVAL ACADEMY,  
Annapolis, Md., April 15, 1861.

SIR: In view of the threatening aspect of affairs, I deem it my duty to ask your instructions in event of a threatened attack upon the Naval Academy. The Department is probably aware that this point is not defensible against a superior force, and that the only force at my command consists of the students of the Academy, many of whom are little boys, and some of whom are citizens of the seceded States.

If an attack should be threatened, with an exhibition of force stronger than we are able to repel, I propose to embark the officers and students in the school-ship *Constitution*, having first rendered useless the guns and ammunition which we may be compelled to leave on shore, and either defend her in this harbor, or if it be deemed more judicious, put to sea and proceed to New York or Philadelphia.

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

G. S. BLAKE,  
*Superintendent.*

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

*Letter from the Superintendent of the Naval Academy to the Secretary of the Navy, urging the immediate presence of the U. S. ship Plymouth.*

NAVAL ACADEMY,  
Annapolis, Md., April 15, 1861.

SIR: On the 5th instant I had the honor to suggest that the practice ship *Plymouth* should be sent to the Academy by the 1st of June, but I would now submit the expediency of sending her here at the earliest moment and of placing on board her a strong marine guard. I enclose a table of the complement allowed the ship heretofore, and would request that the same number be allowed now; also, that, if possible, no men be put on board her but those who have honorable discharges.

If these suggestions are approved, I would further ask authority to send an officer to Norfolk to receive and bring the ship to this port.

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

G. S. BLAKE,  
*Superintendent.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

*Report of Superintendent of the Naval Academy regarding early graduation of the first class.*

NAVAL ACADEMY,

*Annapolis, Md., April 17, 1861.*

SIR: I beg leave to state to you that I have conferred fully with the commandant of midshipmen and the professors charged with the instruction of the first class, and that, if it is decided to examine and graduate that class before the usual time, they express the opinion, in which I concur, that the examination should not take place before the 7th proximo. The gentlemen of that class are receiving instruction in practical branches which is very important to them.

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

G. S. BLAKE,  
*Superintendent.*

Captain GEORGE A. MAGRUDER,  
*Chief of the Bureau of Ordnance, etc., Washington.*

*Order of the Secretary of the Navy to commandant navy yard, Norfolk, to send the U. S. ship Plymouth to Annapolis, Md.*

Confidential.]

NAVY DEPARTMENT, *April 17, 1861.*

SIR: Should it be deemed advisable, it will be well to send the *Plymouth* to Annapolis at the earliest practicable period. Captain Blake thinks it proper to have her there for defense. Her complement consists of about 130 officers and men. Can that number be spared at this time? Please use your discretion in the matter, and confer with Commodore Paulding on the subject.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore CHARLES S. MCCAULEY,  
*Norfolk, Va.*

*Order of the Secretary of the Navy to Superintendent of the Naval Academy in regard to course to be pursued in case of threatened attack upon that place.*

Confidential.]

NAVY DEPARTMENT, *April 18, 1861.*

SIR: Your letter of the 15th instant, in regard to the course to be pursued at Annapolis in case an attack should be threatened with a force stronger than you are able to repel, has been received, and your suggestions are approved. It would not be advisable, however, to add



to the excitement or create unnecessary alarm by a premature movement. Much must depend on your own judgment and discretion. Annapolis is not distant, and the telegraph, unless interfered with, allows immediate communication; but should it be cut off, and communication interrupted (which, however, I do not anticipate), you must act upon your own convictions.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Captain G. S. BLAKE,  
*Superintendent Naval Academy, Annapolis, Md.*

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*Letter from John Rodney, esq., to the Secretary of the Navy, reporting the obstruction of Elizabeth River.*

LEWES, DEL.,  
*Thursday Evening, April 18, 1861—9 o'clock.*

DEAR SIR: We have sad news here this evening, received by the U. S. revenue cutter *Dobbin*, Captain Webster, which arrived in our harbor this afternoon at about 5 o'clock, twenty-four hours from Hampton Roads, near Norfolk, Va.

The report is, [by] some of the men from her, that the channel in Elizabeth River, near Oranney Island, is obstructed by the sinking of two large vessels near the island, which prevents our naval force there, consisting of about six ships, from getting to sea.

The U. S. S. *Water Witch*, from Philadelphia, came into our harbor at an early hour this afternoon, and was boarded by the captain of the cutter *Dobbin* as soon as he arrived in the harbor. We hope that you will soon be able to have the channel cleared of secession sinks and the way made clear for the vessels to get out.

Yours, very respectfully,

JOHN RODNEY.

SECRETARY OF THE NAVY OF THE UNITED STATES.

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*Report of Commander McIntosh, U. S. Navy, of the seizure by Major Bridgford, commanding a company of Virginia troops, of the light-house tender (schooner) Buchanan under his command.*

RICHMOND, VA., *April 19, 1861.*

SIR: I have the painful duty to inform you that on Thursday morning, 18th instant, while in execution of my duty as light-house inspector of the Fifth district, I was unexpectedly boarded in James River by a steamer from Richmond with a military company on board, and being unprepared for an attack I was compelled to surrender myself and vessel to Major Bridgford, acting under the authority of the State of Virginia. On being taken to Richmond I was sent for by the governor of the State, who directed Major Bridgford to give me a receipt for the vessel and released me on parole not to serve in arms against the State of Virginia. As it was very important that I should get to Norfolk immediately, I complied with his demand.

Very respectfully, your obedient servant,

CHARLES F. MCINTOSH,  
*Commander, U. S. Navy.*

Hon. SECRETARY OF THE NAVY.

[Telegram.]

NAVY DEPARTMENT, April 20, 1861.

Defend the *Constitution* at all hazards. If it can not be done, destroy her.

GIDEON WELLES,  
*Secretary Navy.*

Commodore GEORGE S. BLAKE,  
*Annapolis, Md.*

*Letter from the Secretary of the Navy to the Secretary of War, suggesting the establishment of a military force at Annapolis for the protection of Government property there.*

Confidential.]

NAVY DEPARTMENT, April 20, 1861.

SIR: I respectfully suggest that a military force be established at Annapolis to protect the frigate *Constitution* and Government property there, which is now much exposed. Could not a portion of one of the regiments expected to land there to-day be detailed for that duty?

The withdrawal of a considerable portion of the marines from this station for other duty leaves the navy yard and Government property much exposed. I would therefore respectfully request that a military force be detailed to aid in guarding that point.

I am, sir, very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Hon. SIMON CAMERON, *Secretary War.*

*Reports and correspondence relative to the destruction and abandonment of the Norfolk navy yard, April 20, 1861.*

Order of the Secretary of the Navy to Captain Powell, U. S. Navy, to proceed to Norfolk, Va.

NAVY DEPARTMENT, January 21, 1861.

SIR: Proceed to Norfolk, Va., and after carrying out the verbal orders\* you have received from the Department return to your residence at Washington City.

I am, respectfully, your obedient servant,

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

Captain LEVIN M. POWELL, U. S. NAVY,  
*Washington, D. C.*

Report of commandant navy yard, Norfolk, regarding U. S. ship *German-town*.

COMMANDANT'S OFFICE, NAVY YARD,  
*Gosport [Norfolk], March 11, 1861.*

SIR: I have the honor to inform you that the sloop of war *German-town* will be ready for her officers and crew by the 25th instant.

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

C. S. MCCAULEY,  
*Commandant.*

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

\*The instructions to Captain Powell were verbal, as was his report, which will be shown in Mr. Toucey's testimony before the Senate committee. See p. 302.—COM-  
PILERS.

Report of commandant navy yard, Norfolk, regarding U. S. ship *Cumberland*.

COMMANDANT'S OFFICE, NAVY YARD,  
*Gosport [Norfolk], March 25, 1861.*

SIR: I have the honor to report the arrival of the U. S. ship *Cumberland* in Hampton Roads on Saturday, the 23d instant, twenty-seven days from Vera Cruz.

I am, sir, very respectfully, your obedient servant,  
C. S. MCCAULEY,  
Commandant.

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

Report of commandant navy yard, Norfolk, regarding U. S. ship *Cumberland*.

COMMANDANT'S OFFICE, NAVY YARD,  
*Gosport [Norfolk], March 26, 1861.*

SIR: I would respectfully inform you that I have directed the U. S. ship *Cumberland* to be brought up from Hampton Roads to the naval anchorage on this station, provided it did not conflict with any order from the Department. I deemed this expedient to save time and expense in supplying the deficiencies which exist on her.

I have the honor, sir, to be, very respectfully, your obedient servant,  
C. S. MCCAULEY,  
Commandant.

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

Order of the Secretary of the Navy to commandant navy yard, New York, to have a detachment of officers and men ready to send to the Norfolk navy yard.

PRIVATE ORDERS.] NAVY DEPARTMENT, *March 31, 1861.*

SIR: You will be pleased to have in readiness for sea service without delay 250 seamen, ordinary seamen, and landsmen, to be transferred from the receiving ship *North Carolina* to the receiving ship *Pennsylvania* at Norfolk.

You will also detail the necessary officers to accompany them, to be furnished from the public stores with provisions, stores, etc., for the subsistence of both officers and men and have them placed on board the chartered steamer.

Paymaster Henry Etting is authorized by the Department to charter a private steamer for their conveyance. You will also transfer to the revenue cutter *Harriet Lane* 50 seamen, ordinary seamen, and landsmen, to be conveyed by that vessel to Norfolk.

I am, sir, respectfully, your obedient servant,  
GIDEON WELLES,  
*Secretary Navy.*

Commodore SAMUEL L. BREESE,  
*Navy Yard, New York.*

Order of the Secretary of the Navy to Paymaster Etting, U. S. Navy, regarding provision for transfer of detachment of officers and men.

PRIVATE ORDERS.] NAVY DEPARTMENT, *March 31, 1861.*

SIR: You will be pleased to proceed without delay to New York and charter a private steamer, at the least possible cost, for the immediate transportation of 250 seamen, ordinary seamen, and landsmen, to be transferred from the receiving ship *North Carolina* to the receiving ship *Pennsylvania*, at Norfolk.

You will confer with the commandant of the navy yard at New York, who will cooperate with you in the fulfillment of this order. You will then return to Washington and report yourself to the Department.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Paymaster HENRY ETTING,  
*Washington, D. C.*

Confidential instructions from the Secretary of the Navy to commandant navy yard, Norfolk, in view of existing conditions at that station.

Confidential.] NAVY DEPARTMENT, *April 10, 1861.*

SIR: In view of the peculiar condition of the country, and of events that have already transpired, it becomes necessary that great vigilance should be exercised in guarding and protecting the public interests and property committed to your charge. It is therefore deemed important that the steamer *Merrimack* should be in condition to proceed to Philadelphia or to any other yard, should it be deemed necessary, or, in case of danger from unlawful attempts to take possession of her, that she may be placed beyond their reach.

Indeed, it is desirable that all the shipping and stores should be attended to, and should you think an additional force necessary, or that other precautions are required, you will immediately apprise the Department. In the meantime exercise your own judgment in discharging the responsibility that devolves on you.

It is desirable that there should be no steps taken to give needless alarm, but it may be best to order most of the shipping to sea or [to] other stations.

Please keep the Department advised of the condition of affairs, and of any cause for apprehension, should any exist.

I am, sir, respectfully, your obedient servant,

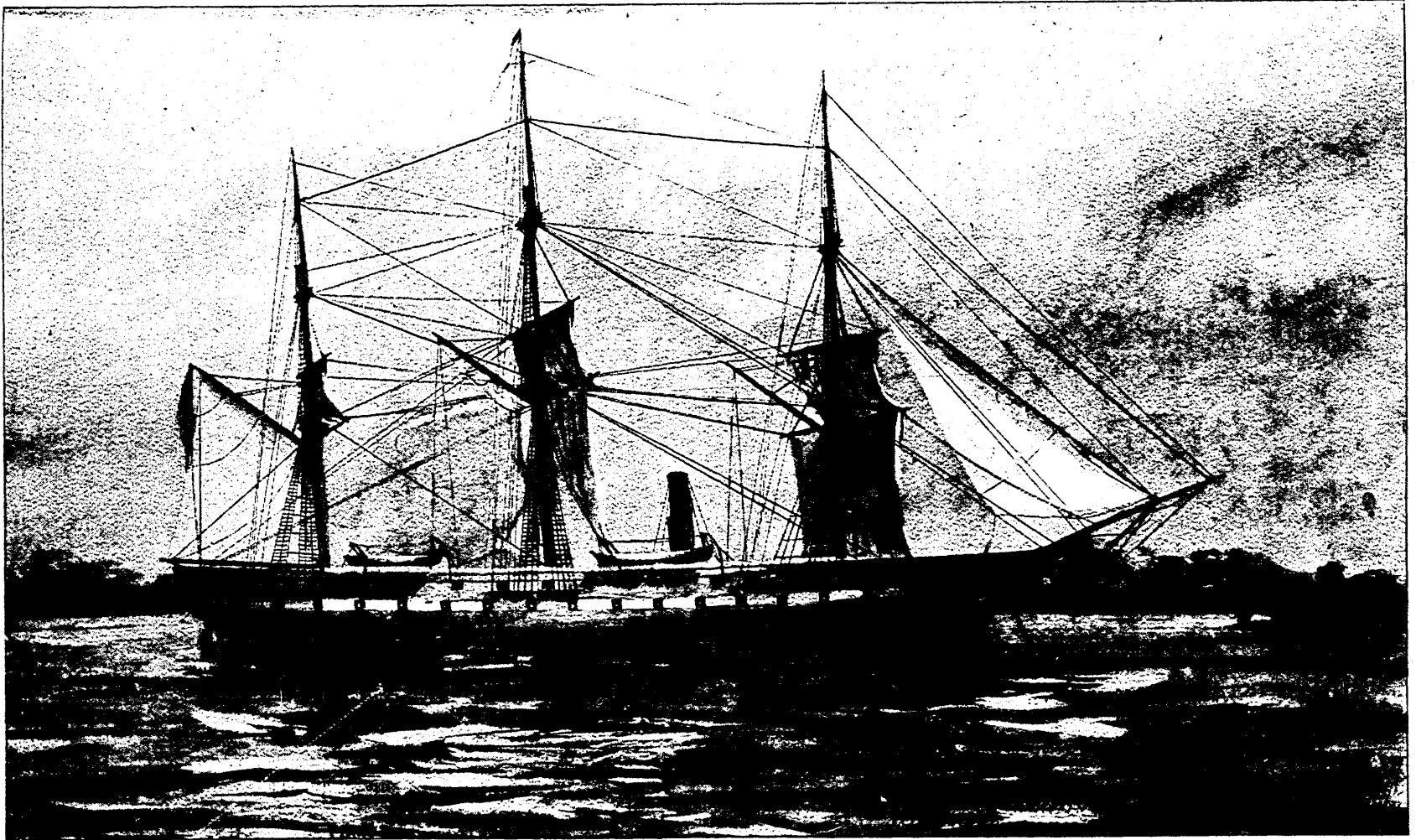
GIDEON WELLES,  
*Secretary Navy.*

Captain O. S. McCAULEY,  
*Commandant Navy Yard, Norfolk, Va.*

Order of the Secretary of the Navy to commandant navy yard, Norfolk, regarding U. S. ship *Plymouth*.

NAVY DEPARTMENT, *April 11, 1861.*

SIR: Be pleased to have the *Plymouth* prepared immediately to be taken to Annapolis, Md., where she will be fitted up with special reference



UNITED STATES STEAMER MERRIMACK.



to the accommodation of the acting midshipmen, who will embark on the usual summer cruise.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES S. MCCAULEY,  
*Commandant Navy Yard, Norfolk, Va.*

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

NAVY DEPARTMENT, *April 11, 1861.*

SIR: Be pleased to have the *Merrimack* prepared in as short a time as possible for temporary service. The commandant at New York has been directed to transfer to the receiving ship at Norfolk, without delay, 200 seamen, ordinary seamen, landsmen, firemen, and coal heavers, for the purpose of making up a crew for the *Merrimack*. The Department desires you to inform it when it is probable the vessel will be ready.

I am, respectfully, etc.,

GIDEON WELLES.

Commodore CHARLES S. MCCAULEY,  
*Commandant Navy Yard, Norfolk, Va.*

Order of the Secretary of the Navy to commandant navy yard, New York, regarding transfer to Norfolk navy yard of detachment of men.

NAVY DEPARTMENT, *April 11, 1861.*

SIR: You will be pleased to transfer to the receiving ship at Norfolk, without delay, 180 seamen, ordinary seamen, and landsmen in the usual proportions, and 20 firemen and coal heavers; 200 altogether. If the requisite number are not on hand let them be enlisted as soon as possible.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore S. L. BREESE,  
*Commandant Navy Yard, New York.*

Order of the Secretary of the Navy to Commander Alden, U. S. Navy, to assume command of the U. S. S. Merrimack.

Confidential.]

NAVY DEPARTMENT, *April 11, 1861.*

SIR: You are directed to report to Commodore McCauley to take charge of the steam frigate *Merrimack* and deliver her over to the commanding officer of the Philadelphia station for the necessary repairs.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commander JAMES ALDEN, U. S. Navy,  
*Washington, D. C.*

[Memorandum.]

The enclosed orders are for Engineers [Robert] Danby and [O. W.] Jordan, at Norfolk, who are directed to report to Commodore McCauley

to accompany you, as also Engineers Newton and [Morgan H.] English, who have been ordered from this place. Other assistance has been ordered from Norfolk.

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Order of the Secretary of the Navy to commandant navy yard, Norfolk, regarding the removal of U. S. S. Merrimack to Philadelphia navy yard.

Confidential:] NAVY DEPARTMENT, *April 12, 1861.*

SIR: The Department desires to have the *Merrimack* removed from the Norfolk to the Philadelphia navy yard with the utmost dispatch. The Engineer in Chief, B. F. Isherwood, has been ordered to report to you for the purpose of expediting the duty, and you will have his suggestions for that end carried promptly into effect.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commodore CHARLES S. MCCAULEY,  
*Commandant Navy Yard, Portsmouth [Norfolk], Va.*

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Order of the Secretary of the Navy to Engineer in Chief Isherwood, U. S. Navy.

NAVY DEPARTMENT, *April 12, 1861.*

SIR: Proceed to Norfolk, Va., and report to Commodore McCauley for such duty as he may direct. Upon its completion you will return to Washington and resume your duties.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Engineer in Chief B. F. ISHERWOOD,  
*Washington, D. C.*

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Report of the commandant navy yard, New York, regarding transfer of a draft of men to Norfolk.

NAVY YARD, NEW YORK, *April 15, 1861.*

SIR: I had the honor to receive the Department's order of the 11th instant, on Saturday last, to transfer without delay to the Norfolk station 200 seamen, ordinary seamen, landsmen, firemen, and coal heavers.

Immediately on its receipt directions were given to the recruiting officer to enlist with all dispatch the number of men required to make up the draft. By the morning report from the receiving ship this day it appears there are but 47 seamen, 14 ordinary seamen, and 2 landsmen.

By the weekly report from the rendezvous, forwarded by this mail, it appears that a number of seamen and ordinary seamen have been enlisted, but who have not yet appeared on board the receiving ship.

I am, very respectfully, your obedient servant,

SAMUEL L. BREESE,  
*Commandant,*

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



Report of commandant navy yard, Norfolk, regarding U. S. *Merrimack*.

COMMANDANT'S OFFICE, NAVY YARD,  
Gosport [Norfolk], April 16, 1861.

SIR: I have the honor to inform the Department that the steam frigate *Merrimack* may now be taken and used for temporary service as soon as the necessary equipments can be put on board. All that is required to be done to the hull for temporary service will probably be completed by to-morrow evening.

I am, sir, very respectfully, your obedient servant,  
C. S. McCAULEY,  
Commandant.

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

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Confidential instructions from the Secretary of the Navy to commandant navy yard, Norfolk, in view of public exigencies.

Confidential.]

NAVY DEPARTMENT, April 16, 1861.

SIR: The events which have transpired since my confidential communication to you of the 10th instant impose additional vigilance and care in protecting the public property under your charge, and placing the vessels and stores, if necessary, beyond jeopardy.

Referring to my letter of the 10th, you will continue to carry out the instructions therein contained. The Engineer in Chief, B. F. Isherwood, who was dispatched to Norfolk to aid in putting the *Merrimack* in condition to be moved, reports that she will be able to take her departure on Thursday. It may not be necessary, however, that she should leave at that time, unless there is immediate danger pending. But no time should be lost in getting her armament on board, and you will also place the more valuable public property, ordnance, stores, etc., on ship-board, so that they can at any moment be moved beyond the reach of seizure. With diligence on your part, it is not anticipated that any sudden demonstration can be made which will endanger either the vessel or stores. The *Plymouth* and *Dolphin* should, however, be placed beyond danger of immediate assault at once, if possible. The *German-town* can receive on board stores and ordnance from the yard, and be towed out by the *Merrimack* if an assault is threatened. Men have been ordered from New York to man and assist in moving the vessels, but recent demands have left an insufficient number to meet the requisition. Under these circumstances, should it become necessary, Commodore Pendergrast will assist you with men from the *Cumberland*. You will please to submit this letter and my confidential communication of the 10th to Commodore Pendergrast, who will assist and cooperate with you in carrying the views of the Department into effect. As it is difficult at this distance to give instructions in detail, the Department has thought proper to dispatch Commodore Paulding to Norfolk, who will be the bearer of this communication, and explain to yourself and Commodore Pendergrast the views and purposes of the Department. You will be pleased to advise with him freely and fully as to your duties and the interests of the Government in the present threatening emergency. The vessels and stores under your charge you will

defend at any hazard, repelling by force, if necessary, any and all attempts to seize them, whether by mob violence, organized effort, or any assumed authority.

I have the honor to be, very respectfully, yours, etc.,  
 GIDEON WELLES,  
*Secretary Navy.*

Commodore C. S. McCAULEY,  
*Norfolk, Va.*

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Order of the Secretary of the Navy to Commodore Pendergrast, U. S. Navy, commanding Home Squadron, to cooperate for the protection of public interests at Norfolk navy yard.

Confidential.] NAVY DEPARTMENT, *April 16, 1861.*

SIR: A state of things has arisen which renders the immediate departure of the *Cumberland* as originally intended inexpedient. Events of recent occurrence, and the threatening attitude of affairs in some parts of our country, call for the exercise of great vigilance and energy at Norfolk. Confidential communications have been heretofore made to Commodore McCauley on these subjects, which he will submit to you; and Commodore Paulding, who brings this letter to you, will verbally and more in detail explain the views of the Department. Please to advise freely and fully with both these gentlemen, and cooperate with them in defending the vessels and public property at the navy yard. As there is an insufficiency of men in the service at that station for moving the vessels, it may become necessary to render assistance from the force under your command.

Until further orders, the departure of the *Cumberland* to Vera Cruz will be deferred. In the meantime you will lend your assistance, and that of your command, toward putting the vessels now in the yard in condition to be moved, placing the ordnance and ordnance stores on board for moving, and in case of invasion, insurrection, or violence of any kind to suppress it, repelling assault by force if necessary. The *Cumberland* can render effective service, and it is deemed fortunate that the Government is enabled to avail itself of your service and that of your command at this juncture at Norfolk.

I am, sir, respectfully, your obedient servant,  
 GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Sloop Cumberland, Norfolk, Va.*

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Order of the Secretary of the Navy to Commodore Paulding, U. S. Navy, regarding special duty.

NAVY DEPARTMENT, *April 16, 1861.*

SIR: Proceed to Norfolk, Va., without delay, on special duty. Upon the completion of this duty you will return to Washington City and resume your regular duties.

I am, respectfully, your obedient servant,  
 GIDEON WELLES.

Commodore H. PAULDING, U. S. Navy,  
*Washington, D. C.*

Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, regarding boat expedition from that vessel.

U. S. SHIP CUMBERLAND,  
*Off Norfolk, April 17, 1861.*

SIR: I have the honor to inform you that last night about 11 o'clock a steam tug passed down the harbor, having in tow what appeared to be two light-boats. Previous reports led me to apprehend that they were intended to be sunk for the purpose of blocking up the channel. I therefore dispatched a boat, under charge of Sailmaker [David] Bruce, to go down the harbor and ascertain their intent. At half past 11 o'clock I sent another boat, in charge of Lieutenant Selfridge, with orders to go down as far as the narrowest part of the channel. This boat I thought it prudent to arm. Lieutenant Selfridge was directed to use great discretion and not to interfere with the tugs unless they attempted to sink the light-boats, but if they did so, to prevent them, if possible. Some time after 12 o'clock another tug, having in tow another light-boat, passed down the harbor.

About 1 o'clock the boat under charge of Mr. Bruce returned and reported that he had been far down the harbor, but had not seen anything of either of the tugs nor of Lieutenant Selfridge. At half past 2 o'clock Lieutenant Selfridge returned and informed me that he had been 2 miles below Craney Island light, but had not seen the tug which had the two light-boats in tow; but that the other tug passed him 2 miles below Craney Island going very fast. The night was very dark, blowing fresh, with rain.

Early this morning two tugs, one in tow of the other, passed up the harbor, and since then another tug has gone down.

I have thought proper to report these circumstances to you, not knowing what has been done with the light-boats; but appearances are certainly suspicious, though possibly there may be no real cause for my apprehensions.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer G. J. PENDERGRAST,  
*Commander in Chief Home Squadron, Norfolk.*

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Order of the Secretary of the Navy to commandant navy yard, Norfolk, regarding U. S. ship Plymouth.

NAVY DEPARTMENT, *April 17, 1861.*

SIR: Should it be deemed advisable, it will be well to send the *Plymouth* to Annapolis at the earliest practicable period. Captain Blake thinks it proper to have her there for defense. Her complement consists of about 130 officers and men. Can that number be spared at this time? Please use your discretion in the matter, and confer with Commodore Paulding on the subject.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore O. S. MCCAULEY,  
*Norfolk, Va.*

Report of commandant navy yard, New York, regarding preparation for transfer to Norfolk navy yard of a draft of men.

NAVY YARD, NEW YORK, *April 17, 1861.*

SIR: The seamen, ordinary seamen, and landsmen ordered on the 11th instant to be sent to Norfolk will probably be shipped and ready for transfer to that place in three or four days. I apprise the Department of this so that if there be any change in its intention with respect to them I may be timely informed.

I am, sir, very respectfully, your obedient servant,  
SAMUEL L. BREESE,  
*Commandant.*

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

Order\* of the Secretary of the Navy to Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch.

Confidential.] NAVY DEPARTMENT, *April 17, 1861.*

SIR: Sail immediately for Norfolk and report to Commodore McCauley for further orders.

I am, sir, respectfully, etc.,  
GIDEON WELLES,  
*Secretary Navy.*

Lieutenant Commanding W. RONCKENDORFF,  
*U. S. S. Water Witch, Philadelphia.*

Order from the Secretary of the Navy to Lieutenant Ronckendorff, U. S. Navy, commanding U. S. S. Water Witch, to take a pilot.

Confidential.] NAVY DEPARTMENT, *April 18, 1861.*

SIR: The Department learns from Norfolk that the buoys have been removed. A pilot will be necessary.

GIDEON WELLES,  
*Secretary Navy.*

Lieutenant Commanding W. RONCKENDORFF,  
*Water Witch, Philadelphia.*

Report of Engineer in Chief Isherwood, U. S. Navy, regarding the preparation of U. S. S. Merrimack.

OFFICE ENGINEER IN CHIEF, U. S. NAVY,  
*April 18, 1861.*

SIR: In obedience to your order of April 12, I proceeded to Portsmouth, Va., arriving on the Sunday morning following. I immediately sought the chief engineer of the navy yard (Mr. Robert Danby) and with him called on Commodore McCauley, to whom I presented my orders and the letter of instructions to him from the Department in relation to preparing the steam frigate *Merrimack* at once for sea and dispatching her to the Philadelphia navy yard. He directed me to

\*The *Water Witch* had sailed for Fort Pickens before receipt of the above order.—  
COMPILERS.

take whatever measures I deemed proper for expediting the work. On leaving him I went on board the *Merrimack* and made a careful examination of the machinery. The engines were in a wretched state. All the braces were out of the boilers, having been removed with a view to the substitution of other and larger ones, and the entire machinery was in a disabled condition. After this survey was completed and the amount of work ascertained that was required to be done (which was considerable) to put the machinery in a state to steam to Philadelphia, the foremen of the boiler makers and of the machinists were directed to employ in the course of the day as many men as could work upon it, and to commence on Monday morning, which was done; and the work continued to be steadily urged day and night without an hour's intermission until Wednesday afternoon, when everything was ready. The coal and engineer stores had been taken on board during this time, and forty-four firemen and coal heavers engaged for the trip. On Wednesday afternoon at 4 o'clock I called, in company with Chief Engineer Danby, on Commodore McCauley, reported the machinery ready for steam, informed him that forty-four firemen and coal heavers had been engaged and were ready to go on board, and asked him if I should fire up at once. He replied not that afternoon, adding that if I had steam on the next morning it would be time enough. Accordingly, a regular engine-room watch was kept during the night and the fires were started at daybreak. About 9 a. m. I called on the commodore and reported the engineer department ready for leaving; that Chief Engineer Danby, the assistant engineers, the firemen, and the coal heavers were all on board, with steam up and the engines working at the wharf. The only thing wanting was his order to cast loose and go. He then, to my great surprise and dissatisfaction, informed me that he had not yet decided to send the vessel, but would let me know further in the course of a few hours. I called his attention to the fact that the instructions of the Department were peremptory to send her, and expressed the opinion she would pass any obstructions the enemy could have placed in the channel without feeling them, adding that if he delayed a few hours the vessel would have to remain another day, and that during the night the obstructions would doubtless be increased. To this he replied, as before, that he would determine in the course of the day. On leaving him I requested Commander Alden to go on board with me; and pointing out to him the engineers, firemen, and coal heavers assembled in the engine room, steam being up and the engines working at the wharf, I told him that so far as the engineer department was concerned the vessel was ready to go, and that my part was done. About 2 p. m. I again called on the commodore, when he informed me that he had decided to retain the vessel, and directed me to draw the fires. I once more asked his attention to the peremptory nature of the orders of the Department, and expressed my conviction that the vessel could then be taken out with perfect safety, volunteering earnestly my advice that the attempt should be immediately made and with the sloop of war *Germantown* in tow. He replied by reiterating his previous declaration that he should retain the vessel. Nothing then remained for me to do but to request him to put his endorsement on my orders, which he did, and to return to Washington and report the facts.

With the highest respect, I am, sir, your obedient servant,

B. F. ISHERWOOD,  
*Engineer in Chief.*

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

Order of the Secretary of the Navy to Commodore Paulding, U. S. Navy, to proceed to Norfolk and assume command of the naval force afloat and protect property of the United States.

NAVY DEPARTMENT, *April 18, 1861.*

SIR: You are directed to proceed forthwith to Norfolk and take command of all the naval forces there afloat.

With the means placed at your command, you will do all in your power to protect and place beyond danger the vessels and property belonging to the United States. On no account should the arms and munitions be permitted to fall into the hands of insurrectionists, or those who would wrest them from the custody of the Government; and should it finally become necessary, you will, in order to prevent that result, destroy the property.

In carrying into effect these orders, you are invested with full powers to command the services of the entire naval force, and you will, if necessary, repel force by force in carrying out these instructions. It is understood that the War Department will detail Colonel Richard Delafield, or some other competent officer with a command, to aid and assist in protecting and guarding the yard and property at Gosport and vicinity, and you will cooperate with that officer in this object.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore HIRAM PAULDING,  
*Washington, D. C.*

Order of the Secretary of the Navy to Lieutenant Woodhull, U. S. Navy, to proceed to Philadelphia for duty.

NAVY DEPARTMENT, *April 18, 1861.*

SIR: Proceed without an hour's delay to Philadelphia and report to the commanding officer of the navy yard in that city, who will furnish you the means of carrying out your private instructions.\*

Very respectfully,

GIDEON WELLES.

Lieutenant M. WOODHULL, U. S. Navy.

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *April 18, 1861.*

SIR: You will please give every facility of men and arms to Lieutenant M. Woodhull in order to carry out his instructions from the Navy Department, which he will verbally make known to you.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Captain S. F. DU PONT,  
*Commanding Navy Yard, Philadelphia.*

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\* For explanation see Du Pont's report of April 18, 1861, following.

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *April 18, 1861.*

Send all the available recruits and ordinary men of the yard, to 250, to Norfolk immediately, by chartered boat if necessary.

GIDEON WELLES,  
*Secretary Navy.*

Captain SAMUEL L. BREESE,  
*Navy Yard, New York.*

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *April 18, 1861.*

SIR: You will draft fifty recruits, in charge of two officers, for the receiving ship *Pennsylvania*, at Norfolk, to be sent by this evening's boat.

GIDEON WELLES,  
*Secretary Navy.*

Commander W. W. HUNTER,  
*Commanding Receiving Ship [Alleghany], Baltimore, Md.*

Report of Commander Hunter, U. S. Navy, commanding U. S. receiving ship *Alleghany*, Baltimore, regarding transfer of recruits.

U. S. SHIP ALLEGHANY,  
*Baltimore, April 18, 1861.*

I respectfully acknowledge the receipt of your telegraphic order of this day, directing me to send to the U. S. ship *Pennsylvania*, at Norfolk, fifty recruits.

In obedience thereto they will be dispatched at the earliest possible moment, which will be by the Norfolk steamer of to-morrow, the reception of your order not having allowed time to have their accounts for the steamer of this day.

I am, very respectfully,

WM. W. HUNTER,  
*Commander, U. S. Navy.*

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

Report of commandant navy yard, Philadelphia, regarding transfer to Norfolk of detachment of officers and men.

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
*Philadelphia, April 19, 1861.*

SIR: In accordance with an order from Commodore Paulding delivered to me this morning by Lieutenant Woodhull, and followed by further verbal directions and explanations by the latter, I have chartered the steamer *Keystone State*, which will be ready to leave this yard to-night for Norfolk.

She takes with her a guard of over fifty marines, a body of fifty seamen, ordinary seamen, and landsmen, four 12-pounder howitzers—two light and two heavy—with ammunition, etc.

I have also placed two weeks' provisions on board of her; she has also seven days' coal. They will report to Flag-Officer Pendergrast. The officers of the expedition are: Lieutenant Commanding Maxwell Woodhull, Lieutenant S. D. Trenchard, Lieutenant W. T. Truxtun, Lieutenant [James] Lewis,\* Lieutenant [Philip R.] Fendall,\* Passed Assistant Surgeon A. Schriver.

I have the honor to be, very respectfully, your obedient servant,  
S. F. DU PONT,  
Commandant.

Hon. G. WELLES,  
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *April 19, 1861.*

Furnish the recruits that are sent to Norfolk with arms and ammunition. Let them be well armed.

G. W[ELLES],  
Secretary Navy.

Commodore SAMUEL L. BREESE,  
Commanding Navy Yard, New York.

Order of the Secretary of the Navy to commandant navy yard, Washington, regarding combustible materials† for transportation to Norfolk.

Confidential.]

NAVY DEPARTMENT, *April 19, 1861.*

SIR: You will direct Commander Dahlgren to place on board of the U. S. S. *Anacostia* such material as you have at hand, including powder, a galvanic battery, etc., as will enable the commander of the Norfolk yard to prevent public property falling into the hands of lawless persons.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
Secretary Navy.

Commodore F. BUCHANAN,  
Navy Yurd, Washington, D. C.

Order of the Secretary of the Navy to Commander Dahlgren, U. S. Navy, regarding U. S. S. *Anacostia*.

Confidential.]

NAVY DEPARTMENT, *April 19, 1861.*

SIR: It may be necessary to blow up or destroy public property now located at Norfolk, Va. The Department therefore wishes you to confer immediately with Captain Buchanan, who has been ordered on this subject, and get the steamer *Anacostia* off as soon as possible from the yard with the necessary material.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
Secretary Navy.

Commander J. A. DAHLGREN,  
Navy Yard, Washington.

\* U. S. Marine Corps.

† The *Anacostia* did not go to Norfolk. These materials were placed on board the *Pawnee*.



Order of the Secretary of the Navy to Colonel Commandant Marine Corps to detail marines for the U. S. S. Pawnee.

Confidential.] NAVY DEPARTMENT, *April 19, 1861.*

SIR: You will detail for immediate service, to be placed on the steamer *Pawnee*, 100 marines, with the suitable officers. She is to be dispatched without delay.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Colonel J. HARRIS,  
*U. S. Marine Corps.*

Order of the Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, for the departure of that vessel.

Confidential.] NAVY DEPARTMENT, *April 19, 1861.*

SIR: The Department desires that the steamer *Pawnee*, under your command, be prepared to sail without delay, and that all the officers attached to her be in immediate readiness.

Commodore Paulding will join you with full instructions.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commander STEPHEN C. ROWAN,  
*Commanding Pawnee.*

Order of the Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, for the transportation of Army officer.

Confidential.] NAVY DEPARTMENT, *April 19, 1861.*

SIR: Captain H. G. Wright, U. S. Army, has been ordered to Norfolk by the Secretary of War on special service. You will be pleased to receive him on board the *Pawnee* and offer him a passage to that place, extending to him such accommodations as may be in your power.

I am, sir, very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commander STEPHEN C. ROWAN,  
*Commanding Steamer Pawnee.*

Report of Commander Hunter, U. S. Navy, commanding U. S. ship Alleghany, of the refusal of the Baltimore Steam Packet Company to carry recruits to Norfolk.

U. S. SHIP ALLEGHANY,  
*Baltimore, April 19, 1861.*

SIR: I had the honor to report to you yesterday that the draft of men (recruits) which you ordered yesterday to be sent to the U. S. ship *Pennsylvania* would be sent thither this day by the Norfolk steamer. I have now to report to you that the president of the steamboat company will not allow them to be dispatched by their steamers. The men

alluded to are in readiness to be dispatched by the earliest means of transportation authorized by you.

I am, very respectfully,

WM. W. HUNTER,  
*Commander, U. S. Navy.*

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

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Report of commandant navy yard, New York, regarding shipment of recruits.

NAVY YARD, NEW YORK, *April 19, 1861.*

SIR: I have the honor to inform the Department that the draft ordered to Norfolk will leave to-morrow, probably in the regular Norfolk steamer at 3 p. m. There are at this moment but 173 recruits on board the receiving ship, but I have reason to believe that by the morning the number will be increased 50 or more. There are no ordinary men in the yard with which to make up any deficiency. The *Pocahontas* arrived this morning short of coal and a jibboom. She will be supplied with them, so as to leave for Washington this evening.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

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

P. S.—Is it the wish of the Department that I should detain the surveying steamers *Corwin* and *Bibb*?

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[Telegram.]

NEW YORK, *April 20 [1861].*

The steamer *Chesapeake* will leave at 3 p. m. Arrive in twenty-six hours. Same owners have fast and commodious propeller (*Cuyler*) now ready. They find coal and hands, charge \$1,000 per day; have two other strong propellers ready at a moment, 700 tons, charge \$700 per day. Any reply to me find me at American Telegraph office, Wall street.

HENRY ETTING.

Commodore PAULDING,  
*Navy Department, Washington.*

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Report of Commander Hunter, U. S. Navy, commanding U. S. ship *Alleghany*, transmitting refusal of Baltimore Steam Packet Company to transport recruits to Norfolk.

U. S. SHIP ALLEGHANY,  
*Baltimore, April 20, 1861.*

I had the honor to inform you yesterday by letter that the Baltimore Steam Packet Company declined to transport the last naval recruits which you had ordered me to send to the U. S. [ship] *Pennsylvania* at Norfolk.

Herewith is the written refusal of the company alluded to.

I am, very respectfully,

W. W. HUNTER,  
*Commander, U. S. Navy.*

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

[Enclosure.]

OFFICE OF BALTIMORE STEAM PACKET COMPANY,  
*Foot of Concord Street, Baltimore, April 19, 1861.*

DEAR SIR: In reply to your desire to send United States naval recruits to Norfolk this day by the Baltimore Steam Packet Company to Norfolk, Va., I have to inform you that we decline to take them.

M. N. FALLS,  
*President.*

By KLASSEN.

Commander W. W. HUNTER, U. S. Navy.

Report of commandant navy yard, Philadelphia, regarding charter of steamer *Keystone State*.

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
*Philadelphia, April 20, 1861.*

SIR: Referring to my letter of yesterday, respecting the steamship *Keystone State*, I now enclose the original of the charter party, having retained one copy and given a second to the party of the first part.

The time allowed for effecting the object in view was so short that it is possible some minor matters may have been overlooked, but in three hours after the order was received, so far as the yard was concerned, all was ready.

The steamer selected, which is the fastest one out of this port, was at the time in the hands of the machinists, but by extraordinary exertion was towed down to the yard (the work on the machinery going on all the time) at 6 o'clock p. m., the stores, howitzers, ammunition, and men put on board, and at daylight this morning she left for sea.

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.*

Letter from A. Buist, esq., to the Secretary of the Navy, regarding destruction of Norfolk navy yard.

BUFFALO, *April 20, 1861.*

SIR: If the Government are not sure of holding the Gosport [Norfolk] navy yard, for God's sake mine and totally destroy the dry dock there and destroy all the shipbuilding materials and apparatus.

The want of a dock will seriously damage the traitors.

A. BUIST.

SECRETARY NAVY.

Report of Commander Dahlgren, U. S. Navy, regarding shipment of incendiary materials from New York to Norfolk.

ORDNANCE OFFICE, U. S. NAVY YARD,  
*Washington, April 20, 1861.*

SIR: Conformably to your orders of yesterday (marked confidential), I conferred with Captain Buchanan and then proceeded promptly to

put on board the *Anacostia* such incendiary material as was on hand or could be procured and seemed likely to answer the purpose indicated in your order, viz: 40 barrels gunpowder, 11 tanks turpentine, 6 brushes, 12 barrels cotton waste, 181 portfires.\*

I was desirous of some conversation with the commanding officer of the expedition, in order to suggest the intended use of these articles in connection with what might be on board ships or in the yard at Norfolk, but was not successful in meeting him.

I believe the *Anacostia*† did not suffer any detention on my account, and left the yard about 5 p. m.

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

JNO. A. DAHLGREN,

*Commander, in charge of Ordnance Department in Yard.*

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

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Report of late commandant navy yard, Norfolk, of events preceding the destruction and abandonment of that station.

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

SIR: I beg leave to detail to the Department the events which preceded the evacuation and destruction of the Government property at the Gosport [Norfolk] navy yard on the night of Saturday, the 20th of April. On Thursday night Flag-Officer Pendergrast learned that obstructions had been sent down to be placed in the river. He promptly had two boats manned and armed to prevent it, but owing to the thickness of the weather his intentions were foiled. On Friday, the 19th instant, I understood that Virginia State troops were arriving at Portsmouth and Norfolk in numbers from Richmond, Petersburg, and the neighborhood, and not having the means at my disposal to get the *Merrimack*, *Germantown*, and *Plymouth* to a place of safety I determined on destroying them, being satisfied that with the small force under my command the yard was no longer tenable. I did not, however, carry this act into execution until the next day, before which I discovered that the insurgents were throwing up batteries immediately in front of the yard, when I sent Lieutenant Selfridge, of the *Cumberland*, to General Taliaferro, commanding Virginia troops, with a message that if they continued to menace me by placing batteries opposite the yard I should consider it an act of war and fire upon them. Colonel Heth, the aid-de-camp of the general, returned with Lieutenant Selfridge and assured me that the general disclaimed all knowledge of such batteries. I then commenced scuttling the *Germantown*, *Plymouth*, *Dolphin*, and *Merrimack*, destroying engine and machinery of the latter, cutting away the large shears, spiking all the guns in the yard and on board the ships in ordinary, including the *Pennsylvania*, and destroying such arms of the old and obsolete pattern as could not be placed on board the *Cumberland* and throwing them overboard, making the destruction of other things, with the exception of the public buildings, as complete as possible. By this time it was quite dark. My officers, with a few exceptions, had all deserted me; even the watchmen had thrown off their allegiance and had taken part with the secessionists; so I determined on retiring to the *Cumberland* and in the morning act as circumstances might require.

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\*These materials were put on board the *Pawnee*.

† Orders to *Anacostia* changed. See p. 415.

With the *Cumberland* I could have destroyed Norfolk and Portsmouth, and had batteries opened upon the ship these cities would have been at my mercy. Before I had carried out my intention of embarking on board the *Cumberland* Flag-Officer Paulding arrived in the *Pawnee*. As he had special instructions from the Department, which he substantially communicated to me, and to which I gave entire assent, I took no further active part in the matter and embarked on board the *Cumberland*; but I can bear testimony to the gallant manner in which Flag-Officer Paulding and his brave associates executed his orders. Toward morning Flag-Officer Paulding embarked with his force, and the *Cumberland* and *Pawnee*, the former assisted by the steamer *Yankee*, from New York, stood down the river unmolested. The *Cumberland* was detained some hours by the obstructions placed in the narrows near Sewell's Point, but finally overcame them and anchored in Hampton Roads by 8 o'clock p. m. Sunday. In making this my report to the Department it gives me great pleasure to report the gallant and meritorious conduct of these officers, true to their allegiance. I can not speak in sufficiently high terms of Flag-Officer Pendergrast for the many valuable suggestions I received from him. To Captain Marston and officers of the *Cumberland* I feel very much indebted. Lieutenant Selfridge bore a message to the commanding general under great personal risk. I have to thank Commander Livingston, Lieutenants Semmes, Donaldson, and Irwin for gallant and efficient services, and to Lieutenant-Colonel Edelin, of the marines, my thanks are particularly due.

I am, very respectfully, your obedient servant,

C. S. McCAULEY,

*Late Commandant of Navy Yard, Gosport [Norfolk].*

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

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Report of Commodore Paulding, U. S. Navy, commanding U. S. naval force in waters of Virginia, regarding the destruction of the Norfolk navy yard.

WASHINGTON, D. C., April 23, 1861.

SIR: In obedience to your order of the 19th instant, I embarked in the steamer *Pawnee*, and, with 100 marines sent on board from headquarters, arrived on the afternoon of the following day at Fortress Monroe. Captain H. G. Wright, of the Engineer Corps, sent under orders from General Scott, waited upon Colonel Dimick, and obtained the services of Colonel Wardrop's regiment of Massachusetts volunteers, and at 8 p. m. we were at the Gosport [Norfolk] navy yard. As soon as I communicated with Flag-Officer McCauley I ascertained that all the officers in public employment here, being Southern men, had tendered their resignations and abandoned their duty. The workmen on the preceding day had absented themselves from the usual muster, and such people as came into the yard clandestinely possessed themselves of the arms belonging to the Government. An angry feeling toward the Government was known to exist amongst the people of Portsmouth and Norfolk. Many were enrolled in military companies, and a force of some two or three thousand men were said to be assembled for the purpose of taking the navy yard when their preparations were completed. The powder of the Government had been taken from the magazine near Norfolk, and reports were circulated of batteries

being established along the shore approaches to the navy yard. At two different points where the main channel is narrow, at Craney Island and Sewell's Point, numerous hulks and other obstructions were sunk, three of the light-boats having been used for that purpose; and the work was still going on, each day rendering the difficulty of the passage greater, the object being to prevent the men-of-war at the navy yard from leaving the port. The *Merrimack*, steamer of fifty guns, had been fully repaired, and, with the exception of her battery and stowage of her hold, was ready to put to sea when orders were given a few days previous to take her under the shears to put her guns on board. The order was countermanded upon the representation of certain parties that such a proceeding would certainly bring on a collision with the people outside of the yard, and nothing further was done. The sloop of war *Germantown* was alongside of the yard, completely equipped for sea, requiring nothing more than a crew. The *Plymouth*, sloop also, of twenty guns, was in a similar state of preparation, and a few hours would have placed the *Dolphin* in a condition to have gone to sea. The guns in the yard and at St. Helena [Va.], with the exception of about 200, had been spiked, as well as all on board the ships, except five heavy guns on a side on board the *Pennsylvania*. The shells of these were drawn after my arrival and they were also spiked. The estimated number of ordnance of all calibers at this place is about 3,000, and of these some 300 are the latest pattern of Dahlgren guns, some of large caliber. They could not be removed, and there was no effectual means of rendering the Dahlgren guns wholly unserviceable. One hundred men worked for an hour with sledge hammers, and such was the tenacity of the iron that they did not succeed in breaking a single trunnion. In carrying out the orders of the Department it was my intention to have placed the vessels named in the channel to protect it from further obstructions, and at my convenience take them under the guns of Fortress Monroe, or send them to sea, as might be most expedient. Greatly to my regret, however, I found that these vessels had all been scuttled about two or three hours before my arrival, and were sinking so fast that they could not be saved. In view of this condition of things there were but two alternatives presented to my mind—the first, to leave the navy yard and ships in the hands of people hostile to the Government, for it was apparent that the yard could not be held by our available means of defense; or, using the power with which I was invested, destroy the public property of every description. I was not long in adopting the latter expedient, and when all the arrangements were made and the tide served to remove the frigate *Cumberland*, I took her in tow, and when she was out of danger from the fire gave the concerted signal, and in a few minutes afterwards the ships and buildings in the yard were in flames. Lieutenant Henry A. Wise was charged with burning the ships, and no officer could have performed the duty more efficiently. The dry dock was mined, and this duty was assigned to Captain Wright, of the Engineers, and Commander Rodgers, of the Navy. It is a source of deep regret to me that neither of these gentlemen reached the boat with which Captain Wilkes was charged to bring off the parties who were operating in the yard. Of this service Captain Wilkes had the superintendence. I trust that these gentlemen may have made their way into the country, and will thus escape. Both are men of distinguished merit, and it is much to be regretted that the Government should be deprived of their services even for a brief period. Having anchored the *Cumberland* above the barrier at Sewell's Point, the *Pawnee* proceeded to Fortress Monroe,

where she landed Colonel Wardrop and his regiment. To him and his men my thanks are due for their manly and military bearing under circumstances of great discomfort, and I doubt not that a just reliance may be placed upon their gallantry and patriotism. At Fortress Monroe I found the steamer *Keystone State*, of Philadelphia, in command of Lieutenant Maxwell Woodhull, who in less than forty-eight hours from the date of his orders had chartered, manned, and armed his vessel and arrived at the point of his destination. Without the aid of these powerful steamers we should have been greatly embarrassed and the *Cumberland* placed in imminent peril. Soon after my arrival at the navy yard a flag of truce came from General Taliaferro, commanding the military forces of Virginia. The purport of his message was that to save the effusion of blood the general would permit the *Cumberland* to leave the port unmolested if the destruction of the public property should be discontinued. To this I responded that any act of violence on their part would devolve upon them the consequences. In coming out with the *Cumberland* she brought up in crossing the wrecks off Sewell's Point and hung for some hours, and was finally dragged off by the chartered tugs *Yankee* and *Keystone State*. I have instructed Flag-Officer Pendergrast to anchor in mid-channel off Fortress Monroe until the pleasure of the Department shall be made known to him, believing it important to have a watch kept upon certain armed steamers said to have made their appearance in that vicinity. The *Pawnee* and *Keystone State* left Fortress Monroe at 7:30 a. m. on the 22d and arrived at the Washington navy yard at about 2 p. m. this day. The officers who served under my command in the performance of the duty devolved upon me have a claim upon the respectful consideration of the Government for the intelligence, energy, and patriotism with which they gave me their support and assistance.

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

H. PAULDING,

*Comdg. U. S. Naval Forces in the Waters of Virginia, pro tem.*

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

[Enclosure.]

*List of officers attached to and found on duty at the navy yard, Norfolk, Va., and on board the receiving ship Pennsylvania on the night of April 20, 1861.*

Flag-Officer Charles S. McCauley, commandant of the station.

Commander John W. Livingston, commander in the yard; recently reported for duty.

Lieutenant-Colonel James Edelin, U. S. Marine Corps, commander marine guard of the yard.

Lieutenant T. B. Edelin, U. S. Army.

Lieutenant E. Donaldson, U. S. Navy, senior officer remaining on board the *Pennsylvania*.

Lieutenant John Irwin, U. S. Navy, receiving ship *Pennsylvania*, recently arrived.

Lieutenant W. N. Allen, U. S. Navy, volunteer on board the *Pennsylvania*.

Surgeon J. Rudenstein, of the *Pennsylvania*.

Sailmaker [Geo.] Thomas, of the *Pennsylvania*.

Lieutenant A. A. Semmes, U. S. Navy, temporarily in command of the brig *Dolphin*.

*List of officers attached to the Norfolk naval station who resigned.*

Commanders R. G. Robb, J. R. Tucker, Thomas R. Rootes, and Arthur Sinclair.

Lieutenants C. B. Poindexter, G. T. Sinclair, C. F. M. Spotswood, and William Sharp.

Surgeons [Wm. B.] Sinclair and R. F. Mason.

First Lieutenant A. N. Baker, U. S. marines.

*List of persons who deserted.*

Captain J. C. Rich, Marine Corps, of the *Pennsylvania*.  
 Carpenter [John T.] Rustic.  
 Master at Arms Enoch Cherry.  
 Ship's Corporal ——— Wade.

*List of persons who refused to defend the U. S. ship Pennsylvania and who were sent ashore by Lieutenant Commanding Donaldson.*

William Ballantine and William McLean, ordinary seamen.  
 ——— Heilman, private, marine.  
 ——— Livingston, hospital steward.

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 Abstract log of the U. S. S. Pawnee, April 20-23, 1861.

*April 20, 1861.*—Steaming down the Potomac. At 2:30 p. m. rounded to off Fortress Monroe. At 5:15 the Third Massachusetts Regiment, Colonel Wardrop, marched out of Fortress Monroe and embarked on this ship to the number of about 349, rank and file. Observed a number of vessels sunk in the narrow part of channel off Sewell's Point, for the purpose of obstructing navigation. At 6:45 steaming up toward Norfolk. Passed the obstructions in the channel without difficulty. Kept men at quarters, guns loaded. At 8 p. m. ran alongside the navy-yard wharf, to the northward of first ship house. Hailed by the U. S. ship *Pennsylvania*, who greeted our arrival with three cheers. The flagship *Cumberland* did likewise. At 8:10 Lieutenant Commanding Donaldson, of the receiving ship *Pennsylvania*, came aboard and informed us that all the vessels at the yard had been scuttled and the machinery of the *Merrimack* completely disabled this afternoon, to prevent their falling into the hands of the insurgents, who had for some time past been making demonstrations against the public property at the navy yard. Flag Officers McCauley and Pendergrast came on board. Sent parties to various parts of the yard to secure, remove, or destroy public property liable to fall into the hands of the insurgents. A large party went ashore to knock trunnions off guns; succeeded in breaking a few off. Received from the *Pennsylvania* four boxes of arms; also a detachment of thirty-four, rank and file, of marines, with bags and accouterments. Sent the Massachusetts volunteers ashore in the navy yard. Sent marines brought from marine barracks at Washington to relieve marines belonging to the yard; the latter transferred to the *Cumberland*. Placed guard at the main entrance to yard, and others patrolled the yard.

*April 21.*—Commences and till 4 a. m.; making preparations for setting fire to the ship houses, ships, and storehouses, and destroying the dry dock. Landed all the turpentine, powder, and waste received on board from the *Anacostia* on Friday last. Reembarked the marines and the Massachusetts regiment. Sent parties in charge of Captain Wilkes, Commanders Sands, Rodgers, and Alden, and Captain Wright, of U. S. Engineers, for carrying on the preparations above mentioned. At about 2 a. m. the marine barracks were set fire to. At 3:30 hauled off from the wharf and prepared to take the flagship *Cumberland* in tow. At 4:15 a. m. the *Cumberland*, having the steam tug *Yankee* alongside, succeeded in getting a hawser to this ship and slipping her cable. We got underway and commenced steaming down to Hampton Roads. At 4:20 sent up a rocket, and the ships, buildings, etc., were fired. Sent all hands to quarters, opened the magazine and shell



rooms and manned the starboard battery, the marines being all on deck under arms. Steaming slowly down, passed by the cities of Portsmouth and Norfolk unmolested, the flames of the burning buildings at the yard illuminating the vessels and the town perfectly. Steaming slowly to allow the boats to come alongside. Captain Wilkes and Commanders Sands and Alden and their parties returned on board, but reported their inability to bring off Commander Rodgers and Captain Wright, U. S. Engineers. At 6 approached barriers in the channel, and found new obstructions placed there since we passed last evening. Determined to anchor the *Cumberland* and examine the channel, which was done. This ship passed the obstructions without touching anything. At 6:15, when near the wharf at Fortress Monroe, discovered the steamer *Keystone State*, with men and marines on board, under command of Lieutenant M. Woodhull, standing in. Spoke her. At 8 came alongside of wharf. From 8 to meridian: Debarked the Third Regiment of Massachusetts Volunteers, who returned to Fort Monroe. *Keystone State* went to assistance of *Cumberland*. Lieutenant Chaplin went aboard to pilot her through the barriers. At 2:30 p. m. Flag-Officer Paulding left this ship. Hauled down the blue flag. At 3 the *Keystone State*, bearing the flag of Flag-Officer Paulding, got underway.

*April 22.*—From 4 to 6 p. m.: Standing up the Potomac River. At 9 anchored. A light-boat on fire up the river.

*April 23.*—Light-boat still burning. At 10 a. m. passed Mount Vernon; went through the usual ceremonies. At 10:30 the *Keystone State* informed us that there were batteries planted at Alexandria. Went to quarters and made preparations for action. Passed Alexandria without seeing any batteries. Ran aground off the arsenal; were towed off by a tugboat to the navy yard (Washington).

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Report of Captain Wilkes, U. S. Navy, regarding the destruction of the Norfolk navy yard.

U. S. S. PAWNEE, *April 22, 1861.*

SIR: Agreeably to your orders, I submit the following report of the circumstances and events which have taken place under your orders of the 20th for the relief of the frigate *Cumberland* and the vessels of the Navy at the Gosport [Norfolk] navy yard. In the first place, I must state that the instructions given by you relative to the destruction of private property, or anything that in any way could be construed as an aggression on individuals or their property, was fully impressed on your whole command, and it affords me great pleasure to state that all acted up both to the spirit and literal construction of these orders; and it was expressly understood that in no event were hostile measures to be resorted to unless initiated by the authorities and people. On the information possessed of the actual situation of the vessels and force at the Gosport [Norfolk] navy yard, the following detail of officers for the duties was made. The vessels known to be under repairs and serviceable were the following, with the officers who were to be attached to them, and whose duty it was to prepare them for immediate departure, viz:

*Steam frigate Merrimack*—Captain [Charles] Wilkes, Commander [B. F.] Sands, Lieutenants [H. A.] Wise and [A. W.] Johnson, Chief Engineer [J. W.] King.

*Sloop of war Germantown*—Commander [W. M.] Walker, Lieutenants [S. L.] Phelps and [G. U.] Morris.

*Sloop of war Plymouth*—Commander [John] Rodgers, Lieutenants [William] Gibson and [O. P.] McGary.

*Brig Dolphin*—Commander [James] Alden, Lieutenant J. H. Russell.

The men were apportioned to these vessels as follows, viz: *Merrimack*, 50; *Germantown*, 40; *Plymouth*, 30; *Dolphin*, 20; besides the marines to be detailed.

At 6:45 p. m. we left Fortress Monroe, having taken on board the Massachusetts regiment, Colonel Wardrop, 360 strong, who had previously arrived, and stood up for Norfolk. Off Sewell's Point we easily passed the obstruction which had been sunk to prevent the exit of our war vessels. If we had adopted the same means (which it was abundantly in our power to have done, by sinking in the channel the large vessels in ordinary) we could have annihilated the harbor of Norfolk for fifty years. The *Pawnee* reached the navy-yard wharf without any opposition or disturbance whatever. The crews of the *Pennsylvania* and *Cumberland* received us with many hearty cheers, which were patriotically returned from those on board the *Pawnee*. In obedience to your order, I waited upon Commodore McCauley, with Captain Wright, of the Engineer Corps of the Army, reported your arrival with assistance, and introduced Captain Wright as the officer charged with the defense of the yard. Commodore McCauley informed me that he had been deserted by all his officers, including an officer of marines, and that the yard was without defense; that he had no one to rely upon, and desired me to report that he had scuttled all the ships about 4 o'clock p. m. and had destroyed a large amount of property to prevent them from falling into the hands of the disaffected, led on by the same officers who had left him. This caused an immediate change in your orders to me, and an endeavor to stop the sinking of the vessels and their further destruction. Commander Walker, with other officers, was directed to make the examination, with the aid of the carpenter of the *Cumberland*, report their condition, and if their sinking could be prevented; but in all except the *Dolphin* it was found to be impossible. The leak in the latter was arrested, when your orders followed to prepare for the destruction of the property. Officers were detailed immediately to carry it into effect. One hundred men were sent by Commodore Pendergrast from the *Cumberland* to assist, divided into several gangs, to render the new guns unserviceable; but after some time spent therein it was found that the metal of the guns was so superior as to resist all and the most powerful efforts to break off the trunnions. They were spiked and rendered, as far as the time would permit, unserviceable. Commander Rodgers and Captain Wright, of the Engineer Corps, volunteered for the destruction of the dry dock, and the powder and necessary tools were transported by a detachment of forty men of the Massachusetts troops, detailed by Colonel Wardrop for this purpose. Lieutenant Russell was sent, under orders of Commander Rodgers, to act as his aid, by which communication could be kept open. Mr. King, engineer in chief, also volunteered for this service. Commander Alden was directed to prepare for the destruction of the storehouse, shops, buildings, etc., around the yard, including the barracks; Commander Sands, to prepare for the destruction of the ship houses and their contents, and, when ready, to report; Lieutenants Wise, Phelps, Gibson, McGary, and Morris, to prepare the several vessels of the Navy for destruction and to distribute the material provided for that purpose on board the several vessels designated by you; and trains were laid on the *Plymouth*, *Merrimack*, *Germantown*, *Raritan*, *Columbia*, brig *Dolphin*, and *Pennsylvania*, in the order in which they lay moored. The ship *Delaware* was left out

in consequence of the distance she lay off, and the frigate *United States* was in so decayed a condition that it was deemed unnecessary to waste the material of turpentine upon her. At 1:45 a. m. it was reported to me by Commanders Rodgers, Alden, and Sands that all was ready, and directions were given that all the men that could be spared should be sent on board immediately, retaining only those necessary to ignite the material, and that the signal would be a rocket from the *Pawnee*, to be ordered by yourself. The troops and marines were rapidly embarked, when it was reported to you by the youngest son of Commodore McCauley, tears streaming down his cheeks, that his father refused to vacate his post, and declined all inducement to do so. Commander Alden was selected by you to make the endeavor to induce him to yield, and to state that it was your intention speedily to fire the buildings and his life must be lost. This last effort succeeded, and he was induced, with great reluctance, to remove to the *Cumberland*. All the shore parties having been withdrawn, two boats belonging to the *Cumberland* were alongside. One was put under the direction of Lieutenant Wise, with Lieutenant Phelps, to fire the trains on the appointed signal being given. The other I embarked in with Lieutenant Russell to await the signal and bring off those who were left, viz, Commander Rodgers and Captain Wright, of the Engineer Corps, and John Reynolds, ordinary seaman; Commander Alden and Samuel Williams, Commander Sands, Samuel Watson, and John Noble; in all, eight persons. The rendezvous was carefully pointed out and made known to all of them. The *Pawnee* left the wharf at 2:25 a. m., winded, and hawsers were passed from the *Cumberland* for the purpose of towing her out. At 4 o'clock, after a detention of nearly two hours, the *Cumberland* slipped her moorings, and both vessels stood out and down the harbor. At 4:20 the signal was made and the torch applied, and in a few minutes the whole area of the yard was one sheet of flame—the two ship houses and the whole line of stores, as well as the *Merrimack*. The marine barracks had by some accident caught fire at an early hour, but we purposely avoided any attempt to extinguish the flames, fearful lest the fire might communicate with the ship houses, and thus involve both the *Cumberland* and *Pawnee* in destruction. The station I had chosen for the boat was just ahead of the *Germantown* and at the end of the eastern ship house. The *Merrimack* lay close astern of the *Germantown*, and the fire soon reached her rigging and spars. In a few minutes Commander Alden and his man and Commander Sands and his two men joined me. The flames were making rapid progress, and all attention was turned toward the direction from whence Commander Rodgers and Captain Wright were to come. The conflagration was rapid, in vast sheets of flames, and dense smoke, which enveloped us from the *Merrimack*, soon made it evident that it would be impossible for anyone to pass through it; yet they might have made the attempt to reach us. It was a painful anxiety to see every moment the chances of their escape diminishing. Our own safety was not thought of until all hope or chance of their joining us was at an end. Then, and with great reluctance, I gave the order to shove off. As we emerged from the smoke we caught sight of Lieutenant Wise's boat, which appeared as if passing through the flames. At this time the mast and spars of the *Germantown* were on fire, and portions of her hull enveloped in the flames from the *Merrimack*. I directed the boats to pull out, and was followed by Lieutenant Wise, the large flakes of fire falling around us. We had scarcely got beyond the ship *Pennsylvania*, which was the lowest vessel, when the flames from the lower ship house, under which we had been lying, reached

her sides, and shortly after she was enveloped in flames. The boats followed the vessels, and did not reach them until off Craney Island, when I reported to you the service performed, and the absence of Commander Rodgers and Captain Wright and the man Reynolds, and with this exception the return of the whole party without accident or injury.

In the performance of this duty it affords me the highest gratification to bear witness to the zeal, coolness, and energy with which the officers placed under my orders have behaved, and the devotion exhibited to the country and Union. Much of the successful accomplishment of the duties are due to the assistance and arrangement of Commander Rowan and his officers, to whom I feel also personally greatly indebted for his hospitality and attentions. I must not omit to bring to your notice the alacrity with which the detachment from Colonel Wardrop's regiment performed the duty for which they volunteered. I enclose you the names\* of the three men whose conduct has been reported to me by their officers as deserving notice for their conduct under the exciting duty they had to perform.

Believing that I have given you a full detail of all the circumstances which passed under my notice, and the performance of the duties with which you intrusted me, I am, very respectfully, your obedient servant,

CHARLES WILKES,  
*Captain, U. S. Navy.*

Flag-Officer HIRAM PAULDING, U. S. Navy.

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Report of Captain H. G. Wright, U. S. Engineer Corps, relative to the destruction and abandonment of Norfolk navy yard.

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

COLONEL: I have the honor to report that in obedience to the instructions following, received from the Headquarters of the Army on the 19th instant, I proceeded on the evening of the same day, on the U. S. S. *Pawnee*, to Fort Monroe, where we arrived the next day at about 2 o'clock p. m., and communicated with the commanding officer, Colonel Dimick. The object of the expedition was to secure to the United States, if possible, the navy yard and property at Norfolk, with the ships of war then in that harbor; and, in furtherance of that object, my instructions authorized me to call upon the commanding officer at Fort Monroe for such force, to the extent of one regiment, as he could spare from the garrison without jeopardizing the safety of the fort. He accordingly assigned to the expedition one of the two regiments which had that morning arrived. This regiment, about 370 strong, under Colonel Wardrop, was promptly marched on board, and late in the afternoon the steamer proceeded to Norfolk, where she arrived some time after dark the same evening, the 20th instant.

On reaching the yard it was found that all the ships afloat, except the *Cumberland*, had been scuttled by order of Commodore McCauley, the commandant of the yard, to prevent their seizure by the Virginia forces, and that they were fast sinking. One of the objects of the expedition, that of removing those vessels and taking them to sea, was therefore frustrated.

On reporting to the commodore of the yard I found him disposed to defend the yard and property to the last, and the troops were accord-

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\* Not found.

ingly landed and some dispositions for defense taken. It was soon determined, however, by Commodore Paulding, who had come on the *Pawnee* from Washington, to finish the destruction of the scuttled ships, to burn and otherwise destroy, as far as practicable, the property in the yard, and withdraw with the frigate *Cumberland*, in tow of the *Pawnee* and a steam tug which was lying at the yard.

To Commander John Rodgers, of the Navy, and myself was assigned the duty of blowing up the dry dock, assisted by forty men of the volunteers and a few men from the crew of the *Pawnee*. The dock, which is a massive structure of granite masonry, has a pumping gallery running along the back of one of the side walls, entering from the level of the bottom near the entrance gate, and terminating, as is understood, in the pumping house near the farther end of the dock. Under the circumstances, of want of time for preparation and the darkness of night, this gallery offered the only means for the establishment of a mine. Had the dock been full of water this advantage could not have been availed of, but we found in it a depth of only about 2 feet. We accordingly proceeded to construct in this gallery a platform of such materials as could be collected to a height above the surface of the water, and on this we placed the powder (2,000 pounds) which we had brought from the ship, established a train from the gallery to the outside, and connected with it four separate slow matches.

Everything being arranged, all the men were sent to the ship, except one of the crew of the *Pawnee*, who was retained to watch for the signal from the commodore for lighting the matches and returning to the ship. On the signal the matches were lighted by Captain Rodgers and myself, and we made the best of our way toward the landing; but before we could reach it the flames of the burning buildings had become so intense that the boats had undoubtedly been driven off, and, indeed, we could not approach it. After some delay we succeeded in getting out of the yard through the burning gateway, and seized a boat in the hope of making our escape by the river. We had proceeded but a short distance, however, when several shots were fired at us from the Portsmouth side, and as the armed force was rapidly accumulating against us at a point below, where the river was narrow, and where we should have had to pass within effective musketrage, we concluded to land on the Norfolk side and deliver ourselves up to the commanding general of the Virginia forces. He received us very kindly and courteously and on giving him our parole he provided us with comfortable quarters at the Atlantic Hotel. This was on Sunday morning about 6 o'clock. On Monday at noon he sent us with an officer to Richmond, where we were most kindly treated by the governor and his family and by the gentlemen there present from the various parts of Virginia. We remained as guests of the governor on parole till Wednesday, the 24th, when we were released, and on Thursday morning we left for Washington.

To Governor Letcher our especial thanks are due for the uniform kindness and consideration with which he treated us. Probably to protect us from any annoyance from the populace of Richmond, he accompanied us to the cars at 6 o'clock in the morning, and to further shield us from possible annoyance along the road he detailed two officers of the Virginia forces to conduct us safe to Washington, where we arrived yesterday between 4 and 5 o'clock p. m.

From what we could learn in Norfolk I am of the opinion that the attempt to destroy the dock did not succeed. We were told that the

mine did explode and that it did not. Three separate explosions took place after we got clear of the yard, one of which I presumed at the time to have been the dock mine; yet, after considering all the contradictory rumors, it seems probable that the structure is uninjured.

In addition to this report, I desire to submit a rather more extended narrative, which may possess some interest, hereafter.

I have the honor to be, very respectfully, your obedient servant,  
H. G. WRIGHT,  
*Captain of Engineers.*

Lieutenant Colonel E. D. TOWNSEND,  
*Assistant Adjutant-General, Hdqrs. of the Army, Washington, D. C.*

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Letter from Captain Paulding, U. S. Navy, to the Secretary of the Navy, transmitting orders issued during his expedition to Norfolk, Va.

NAVY DEPARTMENT, *Washington, April 24, 1861.*

SIR: I have the honor to submit the accompanying report\* and copies of orders issued by me during my absence under your order of April 18.

Very respectfully, your obedient servant,  
H. PAULDING,  
*Captain.*

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

[Enclosures.]

U. S. S. KEYSTONE STATE,  
*Hampton Roads, April 22, 1861.*

SIR: I have to request that you will transfer to the *Pawnee*, Commander S. C. Rowan, from the crew of the receiving ship *Pennsylvania* now on board the *Cumberland*, six seamen and six ordinary seamen.

Fill up deficiency in your own crew, and send the residue, on board the steam tug *Yankee*, to the U. S. ship *North Carolina*, at New York, provided the master will undertake to deliver them on his arrival alongside of that vessel.

I am, very respectfully, your obedient servant,  
H. PAULDING,  
*Commanding U. S. Naval Forces in the Waters of Virginia.*

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

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U. S. S. KEYSTONE STATE, *April 22, 1861.*

SIR: You will transfer to this vessel, for passage to Washington City, the marines, with their arms, ammunition, etc., received on board the *Pawnee* from the receiving ship *Pennsylvania* at Norfolk, Va.

Very respectfully, your obedient servant,  
H. PAULDING,  
*Commanding the Naval Forces in the Waters of Virginia.*

Commander STEPHEN C. ROWAN,  
*Commanding U. S. S. Pawnee.*

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\* See p. 289.

† See p. 282.

U. S. S. KEYSTONE STATE, *April 22, 1861.*

SIR: You will transfer to this vessel Major Edelin and his command of marines, for passage to Washington City.

I am, very respectfully, your obedient servant,

H. PAULDING,

*Commanding U. S. Naval Forces in the Waters of Virginia.*

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

—  
STEAM TUG KEYSTONE STATE,  
*Off Sewell's Point, Va., April 22, 1861.*

SIR: I send a pilot to the *Cumberland*, and you will, when the tide serves, get underway and anchor in mid-channel off Fortress Monroe until the further pleasure of the Department is known. I am informed that one or more armed vessels have been seen in this vicinity, coming from James River, and would suggest to you the importance of vigilance in the detention of all such vessels. Be pleased to send on board this steamer the arms and ammunition sent on board the *Cumberland* from the navy yard at Gosport [Norfolk], Va., for safe-keeping.

Very respectfully, your obedient servant,

H. PAULDING,

*Commanding the Naval Forces in the Waters of Virginia.*

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

NOTE.—Vessels of all descriptions, carrying arms or armed men, not belonging to the Government of the United States.

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U. S. S. KEYSTONE STATE, *April 22, 1861.*

SIR: On your arrival in the *Pawnee* at Washington City you will report yourself with your command to Colonel Harris at headquarters.

I am, very respectfully, your obedient servant,

H. PAULDING,

*Commanding U. S. Naval Forces in the Waters of Virginia.*

Lieutenant A. S. NICHOLSON,  
*U. S. Marine Corps, U. S. S. Pawnee.*

—  
Order of the Secretary of the Navy to Commander Alden, U. S. Navy, commanding U. S. S. *South Carolina*, to forward report of duty performed by him in connection with destruction of Norfolk navy yard.

NAVY DEPARTMENT, *October 28, 1861.*

SIR: No written report has ever been received from you in regard to the service rendered in April last, on special duty at and about the time of the destruction of the public property at Norfolk. As the event was one of no ordinary importance, and the part you were called upon to perform a marked feature in it, you will, as early as you conveniently can, forward your report to the Department, commencing with the order detailing you, and your proceeding and observations to the close.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JAMES ALDEN,  
*Commanding Steamer South Carolina, Gulf Blockading Squadron.*

Report of Commander Alden, U. S. Navy, regarding special duty in connection with U. S. S. *Merrimack* and the destruction of the Norfolk navy yard.

U. S. S. SOUTH CAROLINA,  
*Gulf Blockading Squadron, off Baratavia, November 30, 1861.*

SIR: In accordance with the instructions of the Department dated October 28, and just received, I have the honor herewith to make the following report in regard to my "proceedings and observations in April last, on special duty at and about the time of the destruction of the public property at Norfolk:"

On the 11th of April I received at the Navy Department in Washington two sets of orders—one, which was to go on file, simply ordering me to report to Commodore McCauley for temporary duty, and the other directing me to take the *Merrimack* to Philadelphia for repairs. This last order, or private instructions, was written by the chief clerk himself, and it was intended that no one else, either about the Department or elsewhere, should, on account of the excitement at Norfolk, know of their existence; still, to my surprise, all Norfolk seemed to be full of it when I arrived there, and they had made up their minds to stop the ship, having already placed obstructions in the river and set on foot other warlike preparations. Finding that my movements in the city were watched so closely, and the attitude of the people toward me so threatening, I destroyed my private instructions and took up my abode at the navy yard to wait for the ship.

On Thursday, the 18th, Mr. Isherwood reported that the *Merrimack*, so far as her machinery was concerned, was ready to start. He had steam up and the engines working at the wharf. I therefore called upon Commodore McCauley and reported to him that the ship was ready and that I only waited for his permission to take her. He hesitated at first; said he had not made up his mind about it; that he thought he should require her for the defense of the yard; he could put her guns on board of her, when she would be a formidable battery in any attack that might be made. He thought, too, that the obstructions which had been placed in the river were enough to stop her. In reply to this last objection I told him that Lieutenant Murray, first lieutenant of the *Cumberland*, had, at my request, examined the barrier and sounded the whole thing out that morning before daylight, and had found a place wide enough and deep enough to take the ship through. This seemed to make some impression upon the commodore, and then, upon my appealing to him in the strongest terms to let me have the ship, and setting forth the peremptory nature of the orders of the Navy Department, he turned to Commodore Pendergrast and Captain Marston, of the *Cumberland*, who were present, and asked their advice in the matter, when it was decided that I might take the ship and make the attempt, at least, to get her out. Finding that she had no guns on board, I asked the commodore for two fieldpieces, which he told me to get from Commander Tucker, the ordnance officer of the yard; and there being no men either on board of her or the receiving ship, I asked Commodore Pendergrast for thirty, to be returned as soon as the *Merrimack* was anchored under the guns of Fortress Monroe, which he readily assented to. Captain Marston then left the office to get them ready. I soon followed him to make my preparations for starting, and sent an order on board to be ready to cast off in two hours. So fully impressed was I by the thickening atmosphere of treason around me that nothing but prompt and immediate action would save even so much of that vast amount of property, that I instructed Lieutenant Alexander Murray,



who had volunteered to accompany me as far as Fortress Monroe, to go on with his negotiations with a certain pilot for taking the ship out, authorizing him to offer \$1,000 for the *Merrimack* and twice that sum, together with a place in the Navy for life, if we succeeded in getting the *Germantown* out also. I then went in pursuit of the ordnance and executive officers of the yard. The first named threw all sorts of obstacles in the way of my getting the guns, and the other could not be found. The first lieutenant, in answer to my application to have the ship winded and fasts singled, as she was chained to the wharf with her head upstream, said I must apply to Commander Robb, whom I soon after met coming out of the commandant's office with the intelligence that I could not have the ship; that the commodore had altered his mind and ordered the fires to be drawn. Unwilling to believe in the correctness of Commander Robb's statement, whose loyalty I had begun to doubt, I called upon the commodore again and found it was too true; the fatal order had been given which resulted in the loss to us of one of the finest ships in the Navy. Finding that my mission was ended, I obtained leave from the commodore, and the same night proceeded to Baltimore, arriving early next morning (the 19th) at Washington, when I made a verbal report to you, as well as to the Cabinet, which was then in session, and before which I was called, of all the facts of the case, which were substantially the same as are contained in this report. I then received a verbal order to join the expedition which was at that time fitting out, and which left Washington the same evening in the *Pawnee* for Norfolk. Occupying a subordinate place in it, and presuming that the senior officers have made full and circumstantial reports of all that subsequently occurred, it will hardly be expected or necessary for me to go into particulars, and I therefore shall touch upon only one circumstance in that connection, which will be to show that Commodore McCauley was fully under the impression that we had gone there with our force to hold and protect the yard. With that comforting idea he had gone to rest with his brave little boy at his side for the first time after many sleepless and anxious nights; but when I called upon him after midnight to tell him that the time for his departure had come, that we were about to apply the torch to the yard, he was completely overcome with chagrin and mortification, and exceedingly averse to leaving his post without first making some stand to defend the yard against any and all comers. As the question, "Why didn't the commodore let you (me) have that ship?" has been often asked, coupled always with an expression of the utmost confidence in his honor and patriotism, I must beg leave, although this report has assumed proportions much larger than I intended, to record my opinion of the influences at work in the commodore's mind. I believe—indeed, I know—that the old hero who has fought so well for his country could have none but the best and purest motives in all he did; but he was surrounded by masked traitors, whom he did not suspect, and in whose advice he thought there was safety; the cry, too, was raised, and in everybody's mouth, officers and all, "If they move that ship (the *Merrimack*) it will bring on a collision with the people outside, who are all ready, if anything of the kind is done, to take the yard." Besides, Commodore Paulding, whom I accompanied to Norfolk, expressed the idea that if we could not do anything better she (the *Merrimack*), with her guns on board, would make a good battery for the defense of the yard. This opinion influenced Commodore McCauley not a little. Again, seeing me alone and single-handed, with no pilot even (the governor of the State having forbidden their taking any men-of-war to sea), might he not be excused, under the cir-

cumstances, for doubting my power to carry that large ship safely through a narrow channel and across a barrier which these traitors had represented to him to be impassable? His remark when he told me to take the ship I am sure will justify such a conclusion, although I am certain I could have gotten the ship out. He said, after hesitating some time, "Take her, and if you can't get her out burn her," showing that he had doubts of my ultimate success, and knowing at the same time that if she once got beyond his reach she would be lost to him as a defense to the yard, and if I, in carrying out his instructions, got into trouble and found it necessary to burn her, she would be an entire loss to the Government.

In conclusion, I must not let the opportunity pass without bringing to your notice the services of Lieutenant Murray, of the *Cumberland*, who came forward with the utmost promptness and offered his aid in any manner in which it could be made available.

I am, very respectfully, your obedient servant,

JAMES ALDEN,  
Commander, U. S. Navy.

Hon. GIDEON WELLES,  
Secretary of the Navy.

Testimony of Hon. Isaac Toucey before the committee of the United States Senate appointed to enquire into the circumstances attending the destruction and abandonment of the navy yard at Norfolk, Va.

Hon. ISAAC TOUCEY having been sworn, in answer to interrogatories gave the following testimony:

Examined by Mr. HALE:

Question. When were you Secretary of the Navy of the United States?

Answer. From March, 1857, to March, 1861.

Question. When did you first have any apprehensions for the safety of the navy yard at Norfolk, and what measures did you take to secure it?

Answer. The navy yard at Gosport [Norfolk] was not, as I thought, in any danger till Virginia should secede from the Union. It was believed to be fully protected by the *Pennsylvania*, the *Plymouth*, the *Merrimack*, and the marines stationed there. The *Cumberland* had arrived there before the navy yard was abandoned. I had no doubt about the safety of the yard. I took the precaution to send a very capable and faithful officer of the Navy, Captain Powell, upon a secret mission to the yard, to confer with the veteran officer, Commodore McCauley, who was in command there, and to see that nothing was wanting to secure its safety. His report was entirely satisfactory to me. I was aware that a considerable portion of the Home Squadron and naval force at home could be called in aid should occasion require it. The Home Squadron was unusually large. It consisted of the *Powhatan*, *Sabine*, *Brooklyn*, *St. Louis*, *Pocahontas*, *Pawnee*, *Mohawk*, *Water Witch*, *Wyandotte*, *Crusader*, *Cumberland*, *Macedonian*, and *Supply*—most of them steamships. The sloop of war *Plymouth*, the practice ship, was in good condition at Norfolk. The steamer *Anacostia* was in commission at Washington. The frigate *Constitution*, having been thoroughly repaired, was anchored at Annapolis in aid of the Naval Academy. The great steamships *Colorado*, *Minnesota*, and *Mississippi*, at Boston, and the *Wabash*, at New York, had been thoroughly repaired and secured and could be put to sea in two weeks; the *Merrimack*, at Norfolk, in three weeks, and the *Roanoke*, in dock at New York, in five or six weeks. Of the above vessels, constituting the ready naval force at home, fifteen are steamers. That force was equal to any emergency likely to arise. I think it could not have been greater without withdrawing or crippling the squadrons on foreign stations and neglecting the protection of our commerce and our citizens in foreign ports. The Mediterranean Squadron consisted of but three ships; the Brazil Squad-

ron of three ships only; the East India Squadron of four ships only; the Pacific Squadron of six ships only for the whole coast of North, South, and Central America; and the African Squadron of seven vessels, being somewhat less than required by our treaty with Great Britain. There were at the navy yard eight old ships of the line not fit for sea service, which might be converted into effective steam frigates, as I recommended in my annual report of December, 1860. There were also five frigates out of repair, which I also recommended should be razed and converted into efficient sloops of war. Both these measures were recommended by a board of naval officers, but Congress did not make the necessary appropriation. There were also six sloops of war which had within a few months previous returned from their regular cruises on the coasts of Africa and South America and the East and West Indies, lying at the navy yards, which perhaps might have been repaired, but the Department had not the means. Congress had cut down the appropriations for the current year a million dollars below the estimates, not anticipating, probably, the necessity which subsequently occurred.

Question. Did you ever receive any notice from any officer of the Navy that further supplies of men or means were wanted at Norfolk for the protection of the yard?

Answer. Not to my recollection.

Question. Please state as nearly as you can the report which Captain Powell brought to you on his return from Norfolk.

Answer. I had a long conference with him, the particulars of which I am unable to recollect. His report, whatever [however], was entirely satisfactory to me—I mean as to the safety of the yard.

Question. Was the condition of the Norfolk navy yard or the necessity of taking measures for its protection ever the subject of Cabinet discussion while you were Secretary of the Navy?

Answer. I have no personal objection to answering that question, but I think I am not at liberty to do so.

I. TOUCEY.

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Letter from Lieutenant Trenchard, U. S. Navy, commanding U. S. S. *Keystone State*, to Captain Du Pont, U. S. Navy, relative to the destruction of the Norfolk navy yard.

Private and confidential.] [U. S. S.] *KEYSTONE STATE*,  
New York, April 26, 1861.

DEAR CAPTAIN: I write to say that we have just arrived and will return to Washington early on Monday morning, and if you have any dispatches for the Department I will be most happy to take charge of them and deliver them to the Secretary of the Navy. Direct to me at the navy yard, New York.

We reached Norfolk too late to participate in the destruction of the navy yard, but I am happy to say that we rendered good service in getting the *Cumberland* over the sunken vessels on the bar. Commodore Paulding hoisted his flag on board and we conveyed him, together with the officers and marines, from the Norfolk yard and *Pennsylvania* to Washington.

We were very much surprised on reaching Washington to find that all the officers attached to the yard, with the exception of the two ordnance officers, had resigned. Every officer from Virginia and several from Maryland have deserted our ranks.

A sad state of things!

The mails have been interrupted, the wires cut, and the Departments have had no reliable information from any quarter for several days. The light-boats in the Potomac and off Smith's Point have been burned, and I suppose the next move will be to destroy the light-houses.

We have brought up a large mail and will take back to Washington a supply of provisions.

I have been appointed by the Department to the command of the *Keystone State*, and hope I may be able to render some important service. I requested that you might be officially informed of the orders.

Will you be so kind as to forward me at New York written orders for the officers you detailed for this vessel, so that they may receive their sea pay?

Promotions to fill vacancies are to be made at once.

Believe me to remain, yours, very truly,

S. D. TRENCHARD.

[Captain DU PONT, U. S. Navy.]

Truxtun will give you all the news.

I send Truxtun on with dispatches for yourself and General Patterson.

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Report of Sailmaker Maull, U. S. Navy, of his escape from Norfolk.

PHILADELPHIA, *April 29, 1861.*

SIR: I would most respectfully beg leave to report that I left Norfolk on Monday evening with loss of my furniture and clothing, which I was obliged to leave in order to escape arrest, which was sought in consequence of acts opposed to the Southern Confederacy and assertions I had made loyal to my country. On Sunday and Monday I was sheltered by the foreman of the sail loft, and while there I was several times called for by the very men who in my gang patrolled the yard but a few nights previous.

On Monday evening I applied to the mayor for a pass, as I knew I was not safe without it. He referred my case to Colonel Hodges, and he said there was no order issued for my arrest. The mayor asked me if I had resigned. I told him I had. He then asked me if I had anything to do with the destruction of the property. I told him I had not. Both were false; yet it was the only way to prevent my being taken a prisoner. The men who were watching for me knew better, and to avoid them I disguised myself and went on board the steamer on the forward gang plank while men were waiting for me at the after one, and on account of my utter destitution I did not reach this city until Saturday.

At the time of the evacuation of the yard I had the flags of the *Merrimack* at my dwelling about half finished; those I left in charge of Mr. Thomas C. Deans, who was my foreman. He has faithfully promised to take care of them until such time as he can deliver them over to the officers of the Federal Government, but begged that I would not send for them at present, as, if known by the authorities at Norfolk, it would probably cause a confiscation of his property.

Address southeast corner of Eighth and Chestnut streets, Philadelphia.

With much respect, I have the honor to be your most obedient servant,

WILLIAM N. MAULL,  
*Sailmaker, U. S. Navy.*

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

Narrative of the destruction of the Norfolk navy yard, by Commodore Hiram Paulding,  
U. S. Navy.

WASHINGTON, May 2, 1861.

MY DEAR SIR: I have not seen the editorial in your paper which is spoken of by your friends as evidently a misapprehension of the facts relating to the destruction of the public property at the Norfolk navy yard. I therefore take the liberty to send you a hasty sketch, which is all that I have time to do.

On Tuesday I was sent to Norfolk with special dispatches to the officers in command of the yard and frigate *Cumberland*, and to confer and advise with them. A threatening and hostile spirit seemed to pervade the vicinity of the yard, and the public property seemed in some jeopardy, and all practicable arrangements were made for its defense. The officers on the *Cumberland*, five commanders and one lieutenant, men that I had known and esteemed for their honor from boyhood, told me that although they were painfully situated they would defend the public property to the last. On the same day this pledge was given I left for Washington, arriving on the day following. With the Secretary of the Navy I went immediately to the President, stated the case of the officers, who were all Southern men, and the President said at once that the officers must be relieved by others from the North. Before any action could be taken the information arrived by the boat on the following day that the officers had all resigned, and that the attempt to put the guns of the *Merrimaack* on her deck was so represented by parties in the yard as being cause of collision by parties from outside that the order was countermanded. The steam was got up on board of her to bring her out of the harbor, a commander and engineers having been sent for that purpose, and her departure was forbidden. It was in this condition of things that I was ordered on Friday, the 19th ultimo, to take the war steamer *Pawnee*, of eight guns, proceed to Norfolk, and bring from thence the ships of the Government in readiness for sea. Besides the splendid steamer *Merrimack*, there was the twenty-gun ship *Germantown*, twenty-gun ship *Plymouth*, and brig *Dolphin*. On Saturday night at 8 o'clock I arrived with the *Pawnee* alongside of the yard, and to my amazement and chagrin found that all these ships had been scuttled two or three hours before, and were fast sinking and could not be saved. This had been done by the officers in command, to save the ships from falling into the hands of those who threatened to take the yard. Armed men were said to be in the vicinity, but I did not see any, nor did I witness any hostile demonstration, except by a flag of truce that promised we should not be molested if we desisted from the destruction of public property. At this time the frigate *Cumberland* was lying with her broadside bearing on the yard. As vessels were employed night and day in sinking wrecks in two of the narrowest parts of the channel of Elizabeth River, and had already greatly obstructed it, it was apparent that to save the *Cumberland* it was necessary to tow her out with the *Pawnee*, and it was equally apparent that the only way to keep the sunken vessels, hulks, and Government property from falling into the hands of people hostile to the Government of the United States was to destroy it. It was a sad necessity, but deeming it an imperative duty, I did not for a moment hesitate in its performance, and with the *Cumberland* out of danger, the arrangement having been made, the ships and buildings were fired. This is a plain narrative of the whole transaction.

H. PAULDING.

*Confederate reports and correspondence relative to the destruction and abandonment of Norfolk navy yard.*

[Telegram.]

NORFOLK, April 22, 1861.

North left for Charleston to-day; I answer your dispatch. The *Pennsylvania*, *Merrimack*, *Germantown*, *Raritan*, *Columbia*, and *Dolphin* are burned to the water's edge and sunk. The *Delaware*, *Columbus*, and *Plymouth* are sunk. All can be raised; the *Plymouth* easily; not much injured. The *Germantown* crushed and sunk by the falling of shears. Her battery, new and complete, uninjured by fire; can be recovered. The most abominable vandalism at the yard. Destruction less than might be expected. The two lower ship houses burned, with the *New York*, line of battle ship, on the stocks. Also the rigging loft, sail loft, and gun-carriage depot, with all the pivot gun carriages and many others. No other buildings burned. The metal work of the carriages will be recovered; most of it good. About 4,000 shells thrown overboard; can be recovered. The *Germantown's* battery will be up and ready for service to-morrow. In ordnance building all small arms broken and thrown overboard will be fished up. The brass howitzers thrown overboard are up. The *Merrimack* has 2,200 10-pound cartridges in her magazine in water-tight tanks. The flag of Virginia floats over the yard. Only eight guns, 32-pounders, destroyed; about 1,000 or more from 11-inch to 32-pounders taken, and ready for our cause. Many of them are ready in batteries. We saved about 130 gun carriages; all saved at St. Helena [Va.]. Many thousands of shells and shot, from 11-inch to 32-pounders, safe. All the machinery uninjured. Magazine captured, with 2,000 barrels of powder and vast numbers of shells and quantities of fixed ammunition. An attempt made to blow up the dry dock failed. Everything broken that they could break. Private trunks broken open and officers' clothing and that of their wives stolen.

Glorious news! General Gwynn just read me a telegram; it comes from a reliable source; the New York Regiment, attempting to march through Maryland, was met half way between Marlborough and Annapolis and cut all to pieces.

G. T. SINCLAIR.

S. R. MALLORY,  
*Secretary of the Navy.*

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Report of Major-General Taliaferro, of Virginia Provisional Army, to the governor of Virginia, of the occupation of the Norfolk navy yard and regarding affairs in Norfolk.

RICHMOND, VA., April 23, 1861.

SIR: I have the honor to report that in obedience to your orders I proceeded to Norfolk on the night of the 18th instant to assume command of such troops of the State as should be ordered into service at that point, and to determine what course should be pursued with reference to the existing difficulties at that place.

I was accompanied by Captain Pegram, of the navy of Virginia, who had been ordered by you to cooperate with me in all necessary naval operations.

I reached Norfolk on the morning of the 19th instant and found the city in a state of great excitement, which had proceeded to such an extent that in a meeting of the citizens the affairs of the town had been committed to the management of a committee of safety, composed of some of the most respectable and intelligent citizens.

The cause of this excitement was the inauguration of certain demonstrations against the Washington Government by the sinking of ships in the harbor by citizens of the town in the channel of the river some 9 miles below the city, thus attempting to prevent the egress of the vessels of war from the harbor.

I found the military force of the city, none of which had been called into service, to consist of a battalion of volunteers and a few detached companies, in all numbering not a great deal over 300 men, and the force of the town of Portsmouth to consist of a regiment of volunteers of about the same strength.

The militia of the two towns were without arms, and there was no naval force in the State service to cooperate with me.

The only artillery consisted of a few 6-pounder fieldpieces.

The harbor of Norfolk and approaches thereto were entirely unprotected against attack from Federal vessels. There were no works in condition at Craney Island, Fort Norfolk, or any point commanding the main channel, and even had these works been in perfect preservation we had no heavy ordnance with which to make them available. On the east, fronting the sea and Lynn Haven Bay, the city was open to attack by a force landing at those points, and a large force had already reinforced Fort Monroe and might at any time menace the city from that direction.

On the other hand, the navy yard, occupying an area of 90 acres, and fronting upon Elizabeth River, whilst it was garrisoned by only a small force of marines, and protected on the land side by a trifling brick wall, was commanded and covered entirely by the ships of war stretched out along the river, their heavy batteries bearing upon all parts of it. These ships had springs upon their cables with which to maneuver, had netting with which to resist boarding, and were using every precaution of guard boats, sentries, etc., to prevent surprise.

The force on the ships and in the yard was about 600 men; but there was another element of the numerical strength of the place to be considered, in the political opinions and sympathies of many of the operatives in the yard not citizens of Virginia.

In this condition of affairs the alternative was presented either of attempting to take, by boarding, the ships of war which commanded the yard, or of waiting until such heavy ordnance could be procured as would enable me to erect batteries with which to command the ships, as well as to protect the harbor and keep off reinforcements, and at the same time to give me the opportunity of assembling such force as could protect the land approaches and justify me in making a demand for the surrender of the ships and yard, which demand could be enforced if rejected.

Notwithstanding the excitement and eagerness of some ill-advised persons for immediate hostile action, I regarded the latter as the wiser plan under the circumstances, subject, however, to be modified by subsequent events.

To have boarded the ships would have required, by the estimate of some of the most experienced naval officers, at least 800 men—sailors, or such men as were familiar with boats. We were entirely without such force, and I regarded it as impracticable to board with volunteer troops unaccustomed to boats or vessels, unless such force were overwhelming.

The marine force in the yard was inappreciable, in my estimate, as it would have required only a few minutes to have overpowered them and

possessed ourselves of the yard; but the condition to be satisfied was the ability to hold the place under the batteries of the ships. This I believed impracticable.

In this view I was sustained by the opinion, in writing, of Captain Pegram that it would be, in his opinion, unwise to inaugurate offensive operations with less than 5,000 men, unsupported by heavy artillery. Other officers gave much higher estimates.

I therefore telegraphed your excellency of the defenseless condition of the cities of Norfolk and Portsmouth, and urged that heavy guns should be sent with which to protect the approaches to the harbor and to arm a fieldwork I had projected at a point called St. Helena, commanding the naval anchorage and navy yard; and I also ordered the Petersburg battalion, Major [David A.] Weisiger, to proceed to Norfolk, which force, when it arrived, I stationed in the rear of the city of Norfolk to observe any threatened attack from Fort Monroe.

Knowing how important it was to secure a supply of powder for the State, I determined to seize the powder magazine at old Fort Norfolk, and accordingly, on the night of the 19th, I directed Captain [Geo.] Terry Sinclair, of the Navy, to proceed to the magazine with Captain Taylor's company of infantry, to be so disposed as to prevent attack; and I directed Captain Harrison, of the Navy, to impress the Glen Cove steamer, and with Captain [Jacob] Vickery's company of artillery and two 6-pounder pieces to watch the harbor and fire into any boats from the navy yard which might attempt to land at the magazine.

This duty was performed without any attempt at resistance, and about 1,300 barrels of powder transferred to lighters and vessels, and sent to Richmond on the 20th. The residue, estimated at over 1,500 barrels, was transported in carts to a point beyond the range of the guns from the water.

To accomplish this it was necessary to press into the service of the State all the carts and horses which could be procured.

The whole volunteer force of Norfolk, under Major Taylor, was ordered out to aid in removing the powder from the magazine, all of whom worked with extraordinary zeal and uncomplaining patience, notwithstanding the severe labor and danger they encountered. A quantity of ordnance stores were removed at the same time.

Ascertaining that one 32-pounder and ten 18-pounder pieces had been found in the old custom-house, I directed carriages to be immediately constructed for them, and ordered them to be placed in battery at old Fort Norfolk as soon as the powder was removed. The guns were transported to the fort on the 20th, but were not put into battery until next day.

I did not think it prudent at that time to throw up earthworks at Craney Island or any other point, because in answer to my telegrams I was informed that the freshet in James River rendered it impossible to transport the guns from Bellona Arsenal [Va.], and it was useless to expose the working parties to attack until I had pieces to mount, when the works could be speedily erected under cover of night, and without loss.

Such was the condition of affairs when, on the night of the 20th, the sloop of war *Pawnee*, passing the obstructions in the harbor, steamed up to the navy yard with a force of 500 men, shortly after which, under the orders of Flag-Officer Paulding, was inaugurated and in part consummated one of the most cowardly and disgraceful acts which has ever disgraced the Government of a civilized people. The ships of war were sunk, and most of them burned at anchor; the ship houses and



some other property fired; and to render the atrocity of the act still greater, the dry dock was mined, and a slow match, which was so arranged as not to ignite the train until our people should have filled the yard and the works in their efforts to save the Government property, set fire to and left burning.

When this diabolical act had been committed, the steamer, with the *Cumberland* frigate in tow and the whole command of sailors and marines on board, passed down the river, and in the course of that evening anchored under Fort Monroe.

I immediately directed Colonel [Jas. G.] Hodges, with the Portsmouth regiment, to take possession of the navy yard, to endeavor to extinguish the flames wherever it was possible, and to protect the Government property.

Fortunately, the damage was not so great as that at first apprehended. Only an inconsiderable portion of the property, with the exception of the ships, was destroyed, and some of the ships may yet be made serviceable.

Two officers—Captain Rodgers, of the Navy of the United States, and Captain Wright, of the Army of the United States—were taken prisoners, having been cut off from the ships by the flames. These gentlemen I sent, under charge of Major Robins, to this place to await the decision of your excellency as to what disposition should be ultimately made of them.

On the same morning I directed Colonel [T. M. R.] Talcott, of the Engineers, to proceed with a force of militia and with all the negroes I could press into the service of the State to erect earthworks at Hospital Point; and, under the superintendence of Captain Fairfax, of our Navy, I ordered heavy guns to be placed in battery at old Fort Norfolk. I also directed Colonel Talcott, under cover of night, to proceed to Craney Island and repair the old works there, and gave orders for the immediate mounting of as many pieces as would be necessary to supply the several works.

It was wonderful with what promptness these several orders were executed.

Before night, with the large force employed, considerable progress had been made on the works, and many guns were in condition to be placed in position, and with the obstructions in the channel, placed under the supervision of Captain Arthur Sinclair, I regarded the city as safe from any immediate attack.

On the night of the 21st I received your order assigning Major-General Gwynn to the command, and on the 22d, in obedience to an order of that date, returned to Richmond. I presume Flag-Officer Forrest, who was assigned by your order to the command of the navy yard, will make a full report of the damage done to and return a schedule of the property saved and on hand in the yard.

I beg to be permitted to speak in the highest terms of commendation of the patriotism and zeal displayed by the citizens in rendering assistance, and of the energy which characterized the commissary and quartermaster departments under the embarrassing circumstances of their immediate organization.

The engineer department, under the control of Colonel Talcott, deserves every commendation.

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

WM. B. TALIAFERRO,

*Major-General.*

His Excellency JOHN LETCHER, ---

*Governor of Virginia.*

Letter from the Attorney-General of the United States to Commodore Paulding, U. S. Navy, transmitting documents relating to seizure of United States funds at the Norfolk navy yard by Captain Forrest, commanding naval forces of Virginia.

ATTORNEY-GENERAL'S OFFICE, *May 22, 1861.*

SIR: I have examined with some care the papers which you handed to me relative to the proceedings of (late) Captain French Forrest to get public money out of the hands of Purser Doran, at Norfolk.

I also referred the matter to the U. S. attorney for this district (to whom, indeed, it more properly belonged), who has made his report to the effect that by the laws of this District the process of attachment will not reach the real estate of such a debtor, but his chattel interests only.

In prudence, therefore, I decline for the present to direct any action to be brought against Captain Forrest; and I herewith return the papers.

I have the honor to be, most respectfully, your obedient servant,  
EDW. BATES.

Commodore PAULDING,  
*Navy Department.*

[Enclosures.]

HDQRS. MAJOR-GENERAL COMDG. FORCES IN NORFOLK HARBOR,  
*Norfolk, April 22, 1861.*

PAYMASTER: You will leave Norfolk by the first train.

I have the honor to be, your obedient servant,  
WALTER GWYNN,  
*Major-General, Commanding Forces in Norfolk Harbor.*

Paymaster DORAN,  
*Federal Navy.*

N. B.—Permission granted to remain two days.

NORFOLK, *April 23, 1861.*

SIR: You are hereby prohibited from drawing money from any hands or source in this place or harbor for any purpose connected with the U. S. Government at Washington. And you are further required, with the least practicable delay, to leave this section of Virginia.

Respectfully,

WALTER GWYNN,  
*Major-General, Commanding Forces in Norfolk Harbor.*

Purser DORAN,  
*U. S. Navy.*

NAVY YARD, GOSPORT [NORFOLK], *April 23, 1861.*

SIR: You will turn over to Captain Rootes, of the Virginia navy, all the Federal funds in your possession.

By order:

Very respectfully,

W. F. LYNCH,  
*Adjutant.*

Paymaster DORAN,  
*Federal Navy.*

NAVY YARD, GOSPORT [NORFOLK], *April 23, 1861.*

SIR: I beg leave respectfully to enter this my protest, on behalf of the Government of the United States and my securities, against the seizure of my checks under compulsion, one on the depository, Baltimore, Md., for \$18,750, and one on the Assistant Treasurer of the United States, New York, for \$10,631, both payable to Captain Thomas R. Rootes, or order, under your order of this date; also \$18.61 in specie.

Very respectfully, your obedient servant,

ED. C. DORAN,  
*Paymaster, U. S. Navy.*

Commodore F. FORREST,  
*Gosport [Norfolk] Navy Yard.*

GOSPORT NAVY YARD [NORFOLK], *April 23, 1861.*

This is to certify that I have, in the name of the State of Virginia, taken possession of \$18,750 in check on Baltimore, and \$10,631 in check on New York, Federal property (money), and \$18.61 in specie, held by Paymaster Doran, which he has delivered up under protest.

F. FORREST,  
*Commanding Naval Forces of Virginia.*

GOSPORT [NORFOLK], NAVY YARD, *April 25, 1861.*

Paymaster Edward C. Doran, of the U. S. Navy, being under arrest by my order as naval commandant at this post, was required to surrender his papers, credits, money, and whatever else might be under his control belonging to the United States. He protested against this proceeding, but considering that he was bound to comply, I insisted upon his compliance, and informed him that I was determined to enforce it, especially as I discovered from the papers which were taken from him that he had to his credit at the depository at Baltimore, Md., \$18,750, and at the office of the Assistant Treasurer in New York the sum of \$10,631, and \$18.61 in his strong box in the navy yard at this place. Paymaster Doran, under the circumstances of coercion, in which I had properly placed him, was obliged at last to consent to the following arrangement:

First. To give his draft on the depository at Baltimore and on the Assistant Treasurer at New York for the sums above stated, with the understanding that if the drafts should be paid so much thereof as was due by the United States to the mechanics, laborers, etc., who had been employed in the navy yard, and were entitled to it, and which Mr. Doran's clerk estimated at from \$18,000 to \$20,000, the exact amount to be ascertained hereafter, should be paid to them, unless I should discover that some of the claimants were untrue to the State of Virginia, as to which I reserved the right to myself, or other authority, to decide upon.

Second. To surrender the \$18.61 in his strong box. And this is to certify that under these facts Paymaster Doran has given to me a draft on the depository at Baltimore, and another on the Assistant Treasurer at New York, payable to the order of Captain Thomas R. Rootes, for the several amounts above stated, making altogether \$29,381, and also has paid into my hands \$18.61 in coin.

F. FORREST,  
*Commandant.*

Governor JOHN LETCHER,  
*Richmond, Va.*

GOSPORT [NORFOLK] NAVY YARD, *April 25, 1861.*

Paymaster E. C. Doran having protested against the words "unless I should discover that some of the claimants are untrue to the State of Virginia," as being part of the condition assented to by him in giving his checks as specified, this is to explain that I claimed to have them inserted in my certificate of this date as a right I reserved to myself and other competent authority to decide upon as a condition upon which payment should be withheld from the claimants.

F. FORREST,  
*Commandant.*

*Extract from a letter dated "Commandant's office, navy yard and station, Gosport, Va., 2d May, 1861," addressed to "Commander Thomas R. Rootes, Virginia navy," and signed "F. Forrest, commandant."*

\* \* \* The governor, in pursuance of the suggestion contained in my letter to him upon the subject, directs the appropriation of the moneys turned over to you by Paymaster Doran, of the Federal Navy, toward paying the officers, mechanics, and others on the rolls of this establishment while under the control of the Government at Washington. To this end you will transfer to Paymaster William H. Peters the sums thus turned over by Mr. Doran, taking proper receipts therefor. \* \* \*

[Endorsement.]

MAY 11, 1861.

These are originals or copies of papers presented to me by Major Doran when he arrived in Richmond, and the payment to the employes mentioned in the agreement was made by the direction of the executive.

JOHN LETCHER.

RICHMOND, *May 8, 1861.*

SIR: All search so far for the papers I had the honor of handing to your excellency on Saturday last having proved ineffectual, and as they are of vital importance to me with reference to my obligations to my Government and my securities as a disbursing officer, I would respectfully suggest that they may be restored to me from the records of the office of the major-general commanding the forces in Norfolk harbor and the commandant of the Gosport [Norfolk] navy yard.

Should it comport with your views to authorize my visiting Norfolk, with instructions to those officers to grant me a reissue of them, I will willingly, under such restrictions as you may decree, proceed thither for the purpose of repossessing myself of them, only soliciting a note of safe conduct to go and return.

Your reply is earnestly desired.

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

ED. C. DORAN,  
*Paymaster, U. S. Navy.*

His Excellency JOHN LETCHER,  
*Governor of Virginia.*

[Endorsement.]

EXECUTIVE DEPARTMENT, *May 8, 1861.*

Purser Doran, the bearer of this, has my permission to go to and return from Norfolk, and General Gwynn will see that he receives

copies of the papers he desires, and which it is proper he should have to lay before his Government. All citizens are enjoined to treat Purser Doran with respect.

JOHN LETCHER.

HEADQUARTERS VIRGINIA FORCES,  
*Richmond, Va., May 11, 1861.*

SIR: In conformity with the wishes of his excellency the governor of Virginia, I am happy to inform you that you are hereby released from the arrest imposed on you by Flag-Officer Forrest, commanding the naval station at Norfolk. The passport from the governor herewith presented will enable you to travel through the State without molestation.

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

R. S. GARNETT,  
*Adjutant-General.*

Major DORAN,  
*U. S. Navy.*

MAY 11, 1861.

Major Doran has permission to pass from Richmond to Washington, and all officers, civil and military, are hereby enjoined to extend to him protection on the route.

JOHN LETCHER.

*Report of commandant navy yard, New York, regarding convoy of army transports to Washington.*

NAVY YARD, BROOKLYN [NEW YORK], *April 21, 1861.*

SIR: I have to inform the Department that, at the request of the major-general commanding the division, I have directed the *Harriet Lane* to convoy the transports that leave to-day for Washington. I have directed Captain Faunce to assist the troops in every way in case of resistance. I have also informed the major-general that if he thinks necessary that the transports which may leave to-morrow have convoy I will send the *Perry*, now ready for sea, on board which vessel I will place a crew from the recruits detained by your order, with some officers for the occasion. I hope my action in the matter will be approved, but fearing that communication with Washington may be interrupted, I must assume the responsibility of departing from instructions in view of the necessity of reenforcing the troops at Washington.

Very respectfully, your obedient servant,

SAMUEL L. BREESE,  
*Commandant.*

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

P. S.—Have I the authority to furnish one or two hundred muskets to troops if I can spare them?

*Order of commandant navy yard, Philadelphia, to Commander Steedman, U. S. Navy, to proceed to duty off Perryville, Md.*

NAVY YARD, PHILADELPHIA, April 22, 1861.

SIR: You will please take charge of a party of twenty-five seamen, ordinary seamen, and landsmen, with a 32-pounder cannon and a 12-pounder howitzer, intended to protect the iron steam ferryboat to be employed in transporting troops from Perryville, on the Susquehanna, to Annapolis, as I understand. It is impossible to give specific instructions in such a case, nor is it necessary, for I rely on your well-known energy and devotion to the flag of your country.

In haste, yours respectfully,

S. F. DU PONT,  
Commandant.

Commander CHARLES STEEDMAN, U. S. Navy,  
Philadelphia.

*Letter from General Pleasonton, commanding Home Guard of Philadelphia, to commandant navy yard, Philadelphia, regarding Fort Mifflin.*

HEADQUARTERS HOME GUARD,  
Philadelphia, April 22, 1861.

CAPTAIN: I have detailed a company of 100 men to garrison Fort Mifflin and to protect the naval magazine near it. It will be in position this evening. I will thank you to issue for the use of the said company to Colonel Bradford, quartermaster of the force, 10,000 ball, or ball and buckshot cartridges, which will be accounted for by the city of Philadelphia.

A. J. PLEASONTON,  
Commander Home Guard.

Captain S. F. DU PONT,  
Commandant Navy Yard, Philadelphia.

*Letter from S. M. Felton, esq., to commandant navy yard, Philadelphia, regarding transportation.*

PHILADELPHIA, WILMINGTON AND BALTIMORE R. R. Co.,  
Philadelphia, April 22, 1861.

DEAR SIR: I have received your favor and am much obliged to you for it. We shall fit out a train for General Patterson probably about 2 o'clock, and you will please send guns and men here as soon as ready, and we will forward them with General Patterson's men.

Yours, truly,

S. M. FELTON.

S. F. DU PONT, Esq.

*Order of the Secretary of the Navy to Commander Hunter, U. S. Navy, commanding U. S. ship Alleghany, regarding the removal of that vessel to Fort McHenry.*

Confidential.]

NAVY DEPARTMENT, April 22, 1861.

SIR: You are hereby authorized to employ a steam tug to assist you in removing your ship and securing her to the wharf at Fort McHenry,

when you will dispatch a trusty officer in the same tug to Annapolis with the recruits whose accounts are already made out, and deliver them to the commanding officer on board of the U. S. S[hip] *Constitution* (who will report to Captain Blake), and return to Baltimore immediately. Act with promptness and the utmost discretion, allowing no informality of accounts to delay you. You may slip and buoy your moorings.

GIDEON WELLES,  
*Secretary Navy.*

Commander W. W. HUNTER,  
*Commanding Receiving Ship [Alleghany], Baltimore.*

*Report of Superintendent Naval Academy, Annapolis, regarding measures of protection for the U. S. ship Constitution.*

NAVAL ACADEMY, *Annapolis, April 22, 1861.*

SIR: I beg leave to state that having the most reliable information that it is the determination of a great many people of this State that the *Constitution* shall be the first ship of war to hoist the flag of the Confederate States, and as she is in a very defenseless condition, I have ordered Lieutenant G. W. Rodgers to take her to New York the moment he is able to proceed to sea. I have asked Brigadier-General Butler to furnish a small detail from his command to assist in taking her round unless the *Pocahontas* should arrive in time, which I very much hope will be the case. Her own crew consists of but twenty-five men, and but for the presence of General Butler's command she would have been boarded by steamers from Baltimore last night.

I trust that my order to Lieutenant Blake, referred to in my informal note of this morning, may be approved by the Department. I need his services very much. Several lieutenants have resigned, and the commandant of midshipmen is broken down very much by excessive fatigue.

I would add that the telegraph to this place is entirely unreliable, it being in the hands of persons who communicate everything of importance to the secession cause to a committee of persons in this place who are devoted to it.

I have the honor to be, sir, respectfully, your obedient servant,  
G. S. BLAKE,  
*Superintendent.*

Hon. SECRETARY OF THE NAVY,  
*Washington.*

[Telegram.]

NAVY DEPARTMENT, *Washington, April 22, 1861.*

SIR: You will order such lieutenants as you can spare, together with ten of the oldest midshipmen, to report themselves immediately to this Department for duty.

GIDEON WELLES.

Captain GEORGE S. BLAKE,  
*Superintendent Naval Academy, Annapolis, Md.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the resignation of the paymaster of the U. S. ship Cumberland.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., April 22, 1861.

SIR: I have the honor to inform the Department that the paymaster of this ship having resigned we are left without anyone to discharge the duties of the office.

I would therefore be pleased to have the instructions of the Department in relation to the matter.

I would also state that I believe a large amount is at present in the safe, of which the paymaster has the key.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
Flag-Officer, Commanding Home Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Commander Hunter, U. S. Navy, commanding U. S. ship Alleghany, of his inability to execute Department's order relative to removal of that vessel to Fort McHenry.*

U. S. SHIP ALLEGHANY,  
Baltimore, April 23, 1861.

I respectfully acknowledge the receipt of your confidential order by the hand of Lieutenant Daniel Ammen, delivered to me at 8 p. m. yesterday.

In obedience thereto I forthwith proceeded toward the execution of the same by endeavoring to secure the services of a steam tug. On application to the agent of the tugs, Messrs. John Henderson & Co., I was informed that a police ordinance (which is herewith enclosed, as published in the city newspapers of this day) [had been passed] that no steamers were permitted to be used in the harbor without the permit of the board of police. I thereupon visited last night the board of police in person, and also addressed their president a letter, a copy of which is herewith enclosed, as well as the original of their reply.

Thus I am left without any effectual means of executing your order of yesterday, in relation to moving this ship and the naval recruits.

The present comparatively unarmed condition of this ship has been the subject of several importunate applications on my part, both to the honorable Navy Department and the Bureau of Ordnance and Hydrography, to which applications I respectfully refer you.

I am, very respectfully,

W. W. HUNTER.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Enclosures.]

U. S. SHIP ALLEGHANY,  
Baltimore, April 23, 1861.

SIR: Having occasion to employ a steam tug in the service of the United States, I have to request that you will authorize me to use one this day in the harbor of Baltimore and its adjacent waters.

I am, very respectfully,

W. W. HUNTER,  
Commander, U. S. Navy.

CHARLES HOWARD, Esq.,  
President Board of Baltimore Police.



*Steamboats not permitted to leave the harbor.*

It being deemed necessary for the safety and protection of the city that no steamboat be permitted to leave our harbor without the sanction of the city authorities, I hereby, by authority of the mayor and board of police, direct that no steamboat shall leave the harbor without my permit.

J. R. TRIMBLE,  
*Commanding.*

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OFFICE BOARD OF POLICE,  
*Baltimore, April 23, 1861.*

SIR: The board of police have just received your favor of this date, requesting the authority of the board to employ a steam tug and use the same "this day" in the harbor of Baltimore and the adjacent waters in the service of the United States.

As you must be well aware, the citizens of Baltimore, in a state of very great excitement, are organizing themselves for the defense and protection of the city; nothing would more certainly increase that excitement to an uncontrollable pitch than any movement about the harbor and in the adjacent waters at this moment of a steamboat in the service of the United States.

This board could not justify themselves in doing anything which might lead to the consequences to the peace and safety of the city which they know would result from their giving any sanction to your application, and therefore are compelled respectfully to decline doing so.

By order of the board:

I am, very respectfully, your obedient servant,  
CHARLES HOWARD,  
*President.*

Captain W. W. HUNTER, U. S. Navy,  
*U. S. Ship Alleghany.*

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to proceed to Annapolis, Md., for the protection of property and interests of the Government.*

Confidential.]

NAVY DEPARTMENT, *April 23, 1861.*

SIR: You will proceed with the U. S. ship *Cumberland* with all possible dispatch to Annapolis. You will protect the property and interests of the Government, repel all attacks of a hostile character, and disperse all warlike gatherings or preparations.

You will be guided for the present by these brief instructions, and make all possible dispatch in the execution of the same.

You will exercise your own discretion in carrying out this order, and on your arrival at Annapolis report to the Department.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*U. S. Sloop Cumberland, Norfolk.*

*Order of the Secretary of the Navy to commandant navy yard, New York, to furnish an armed naval force for protection of Annapolis, Md., and the navigation of the Chesapeake Bay.*

NAVY DEPARTMENT, April 23, 1861.

SIR: It is absolutely necessary that an armed naval force should appear off Annapolis as soon as Friday morning, and if sooner it will be more acceptable. The communication to Annapolis by water must be kept open and resistance to United States authority suppressed. You will therefore, by order of the President, immediately charter or purchase, if you have not already done so, two steam vessels, and arm, equip, and dispatch them forthwith to Annapolis. Order such officer or officers as you have near you on this duty. A steamer has also been ordered to the same station, at the same time, from Philadelphia. They will report to Captain G. S. Blake, or the senior officer at Annapolis, for further orders. All vessels having on board troops or munitions or provisions of the enemy must be captured, public property protected, and the waters of the Chesapeake kept open to our citizens. The greatest promptness in this matter is absolutely essential.

You will consider yourself as having full authority in the premises, and will exercise your best judgment to carry the order into effect, consulting in these matters and in this emergency with Governor E. D. Morgan, or, in his absence, with Mr. G. D. Morgan, and with Messrs. William Evarts, R. M. Blatchford, and M. H. Grinnel, a committee of the citizens of New York, who are hereby empowered to act for this Department in this crisis in matters pertaining to the forwarding of troops and supplies by this or any other route.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Captain SAMUEL L. BREESE,  
*Commandant Navy Yard, New York.*

*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, ordered to command U. S. S. Keystone State.*

Confidential.]

NAVY DEPARTMENT, April 23, 1861.

SIR: You will take command of the U. S. S. *Keystone State*. You will lose no time in getting her ready for service. So soon as all your arrangements are complete report without an hour's delay to this office.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Lieutenant Commanding S. D. TRENCHARD,  
*U. S. S. Keystone State.*

*Report of commandant navy yard, Philadelphia, regarding measures taken for the protection of Annapolis, Md.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
*Philadelphia, April 23, 1861.*

SIR: My letters have already informed you of my having dispatched the steamer *Keystone State*, under the command of Lieutenant Maxwell Woodhull, to Norfolk with 120 men—sailors and marines—at 3 o'clock

a. m. on the 20th instant. Since then, in order to assist the transportation of troops via the Susquehanna, and particularly to guard the large and valuable iron ferryboat plying across that river and belonging to the Philadelphia and Baltimore Railroad Company, which is now employed carrying troops to Annapolis from Perryville or Cecil since the destruction of the railroad beyond Havre de Grace, I have sent Commander Steedman, Lieutenant Crosby, and Passed Midshipman [G. B. ?] White, with twenty-five seamen and landsmen, a 32-pounder (new ordnance) with all its equipments, together with a 12-pounder howitzer, to arm the ferryboat *Maryland* at Annapolis, she having not returned since carrying General Butler and the Sixth Regiment from Massachusetts to that place.

I am now fitting out with all possible dispatch the Philadelphia City *Ice Boat*, strong and suitable, offered by the patriotic city which owns her to the Government. Her armament is to be four 32-pounders. This boat is intended to be used as a protection to the landing of troops at Annapolis and for receiving and carrying them from Cecil to Annapolis, as well as to prevent armed tugs from Baltimore interfering with the boats in case such an attempt should be made.

The *Ice Boat* has left, under command of Commander O. [S.] Glisson and Lieutenant A. K. Hughes, with a crew of thirty men and one month's provisions. She was fitted with extraordinary dispatch, the zeal of the officers and men of this yard knowing no bounds, the blacksmiths refusing to go to their meals while waiting for the boat to come to the yard.

Captain [William H.] Gardner, in keeping with the zeal and devotion of his character, came and reported, though my senior, for any duty the exigencies of the moment might require.

Since writing the above, I am dispatching two 32-pounders, with ship carriages, under Mr. Pendleton G. Watmough, late of the Navy, directing him to act as lieutenant and wear his uniform for the protection of Perryville, the point on the Susquehanna from whence the troops embark. He will be of great service to the colonel and regiment holding that point and protecting the railroad. This is done at the request of General Patterson.

I have heard from Commander Steedman of the perfect success of his first trip to Annapolis. The Department will perceive that I am acting on my own discretion in many things, which I am sure, while cut off from direct communication with it, will be approved.

I have further to add that Captain W. C. Nicholson, my senior also, has just tendered his services for any service or emergency. Both these gallant men are Marylanders.

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

S. F. DU PONT,  
Commandant.

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

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*Order of the Secretary of the Navy to commandant navy yard, Philadelphia, to furnish an armed naval force for the protection of Annapolis, Md., and the navigation of the Chesapeake Bay.*

Confidential.]

NAVY DEPARTMENT, April 23, 1861.

SIR: It is absolutely essential that an armed naval force should appear off Annapolis as soon as Friday morning, and if sooner it will be more

acceptable. You will therefore, by order of the President, immediately charter or purchase, if you have not already done so, one steam vessel, and arm, equip, and dispatch her forthwith to Annapolis. They will meet with another force at Annapolis. The object is to keep open communication by water. The greatest promptness in this matter is absolutely essential. You will consider yourself as having full authority in the premises, and will exercise your best judgment to carry these orders into effect. The steamer *Keystone State* may return in time to be made use of, with the officers already on board. They will report to Commodore Blake, the senior officer of the station.

I am, respectfully, your obedient servant,

GIDEON WELLES:

Captain S. F. DU PONT,  
*Commandant Navy Yard, Philadelphia.*

*Report of commandant navy yard, Philadelphia, regarding revenue cutter Forward.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
*Philadelphia, April 23, 1861.*

SIR: The revenue cutter *Forward* is now lying off this yard and is reported by her commander, Captain Nones, as being in a very inefficient condition. Shall she be put in order?

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.*

*Letter from Major-General Sandford, U. S. Army, to Commander Glasson, U. S. Navy, commanding U. S. brig Perry, requesting convoy service for army transports.*

[NEW YORK, April 23, 1861.]

SIR: The object of the service for which you are detailed by Commodore Breese is to convoy the *James Adger*, the *Alabama*, *Marion*, and such other steamers as you may be advised.

The *James Adger* will take you in tow immediately and whenever the wind will require it.

You will proceed with this fleet to Annapolis as soon as possible.

The other vessels will be instructed to obey your signals and keep near you.

You will land the troops there unless it is in possession of the enemy, in which case you will consult with Colonel Lyons, of the Eighth Regiment, and Colonel Smith, of the Thirteenth, as to the best place for you to land. They are on board the *Alabama* and *Marion*, and are the senior officers of the two divisions represented. When the troops are landed the *Adger* will tow you back.

I am, very respectfully, your obedient servant,

CHAS. W. SANDFORD,  
*Major-General.*

Captain GLASSON,  
*U. S. Brig Perry.*

*Report of commandant navy yard, New York, of the charter of the steamers Monticello, Mount Vernon, and Huntsville.*

NAVY YARD, NEW YORK, April 24, 1861.

SIR: I have to report to the Department that I yesterday chartered from Messrs. H. B. Cromwell & Co. the steamers *Monticello* and *Mount Vernon* for a period of three months, with the privilege of purchasing, at the rate of \$8,000 per month. To-day I chartered from the same owners the *Huntsville*, also with the privilege of purchasing, at \$10,000 per month.

I have armed the *Monticello* and placed her under the command of Lieutenant D. L. Braine, and shall this evening, at the request of Vice-President Hamlin, General Wool, and Mr. Aspinwall, dispatch her to the Chesapeake, with orders to report to the senior naval officer to assist and cooperate with the authorities at Fort Monroe and to aid in blockading the entrance to the Chesapeake Bay.

To enable me to get her and others off at once, and in consequence of the paucity of officers to call into service within my control, I beg authority to appoint temporarily such men from the civil marine as are properly recommended or whom I know. As promptness is all requisite, I should have this authority.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
Commandant.

HON. GIDEON WELLES,  
Secretary of the Navy.

*Report of commandant navy yard, Philadelphia, of charter of the steamer Union for service in the Chesapeake.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
Philadelphia, April 24, 1861.

SIR: In conformity with your order I have secured one of the finest steamers in this port, which has been critically inspected by the naval constructor, and I deem her a very superior river vessel. The terms agreed upon are \$7,000 per month for three months, with the right of the Government to purchase her at the expiration of that time for \$70,000, which in my estimation is not exorbitant.

Her armament will consist of four 8-inch guns, which will be quite formidable.

No name is given to her yet. She is one of the line of steam packets to Havana out of this port.

I have assigned the command of this steamer to Commander J. R. Goldsborough, and am preparing her for active service with great dispatch, and will send her at once, when ready, to the mouth of the Potomac or to Fort Monroe; but I hope by that time the necessities of the service will have been met by the city *Ice Boat*, referred to in my first letter.

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 commandant navy yard, New York, regarding preparation of naval force.*

NAVY YARD, NEW YORK, *April 24, 1861.*

SIR: Captain Eagle has offered his services to me at the yard, without increased pay, lest [in order] that he might be of service in this contingency of our affairs. I have thought you might have occasion for him at Washington, and have requested General Sandford to give him a passage to Annapolis in one of the transports to leave, probably, to-morrow.

I improve the occasion to say that for the preparing the twenty steamers ordered, with the frigates, I would like to have authority to appoint any former officers of the Navy who have in times past resigned, and also persons from private life, but [who] are worthy and reliable. Several have offered their services. There are no lieutenants or commanders about here whom I can press into the service. I beg also that the moment the way is secure to send all the ordnance, and ordnance stores especially, from the Washington yard to this place by the Annapolis Railroad, to be brought thence to this place by one of the return steamers, fixed ammunition of all kinds, howitzers, etc. I am hastening the fitting out and selecting steamers as fast as possible, working at night when practicable.

I have to-day your orders relative to the *Harriet Lane*. She is now in the Chesapeake convoying troops. I will dispatch her as you direct unless you otherwise order. The brig *Perry* went yesterday to convoy transports with several regiments to Annapolis, with orders, as also the *Harriet Lane*, to return here.

In view of circumstances which I can not now detail, and of which the Department is aware, I have directed the appointed officers and the crews of the surveying schooners *Varina* and *Crawford*, now at this yard, to be discharged, and shall hold the vessels in readiness for such service as I may find for them. I request [that] the Department will sanction this.

I am, very respectfully, your obedient servant,

SAMUEL L. BREESE,  
*Commandant.*

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

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*Order from the commandant navy yard, Philadelphia, to Lieutenant Watmough, U. S. Navy, upon the tender by that officer of his services to the Department.*

NAVY YARD, PHILADELPHIA, *April 24, 1861.*

SIR: At the request of Major-General [Robert] Patterson, I am dispatching two 32-pounder cannon by rail to Perryville, to cover the embarkation of troops at that point on the Susquehanna.

As I have no officer to spare from my command at this moment, I accept the services so gallantly tendered by you to the Navy Department and to myself.

You will therefore take charge of these pieces, reporting to Commander Steedman and showing him these orders. Should Captain S. be absent you will inform Colonel [Charles P.] Dare of the object of

your visit, and ask him to detail a sufficient number of men to be trained as gunners, and get your pieces in position, etc.

You are hereby authorized to resume the uniform you have heretofore worn with so much honor and gallantry.

Respectfully,

S. F. DU PONT,  
*Commandant.*

Lieutenant P. G. WATMOUGH.

[P. S.]—Should there be any difficulty about the detail of soldiers, I will dispatch you twenty sailors so soon as shipped. I have none now.

*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Keystone State.*

NAVY DEPARTMENT, April 24, 1861.

SIR: You will immediately proceed with the steamer *Keystone State* to New York and, after receiving on board there a supply of provisions, return with all possible dispatch to Washington.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD, U. S. Navy,  
*Commanding Steamer Keystone State, Washington.*

*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Keystone State.*

NAVY DEPARTMENT, April 24, 1861.

SIR: On the arrival of a pilot you will proceed, according to your instructions of this morning, to New York. Detain the pilot there until your return.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,  
[U. S. S.] *Keystone State, Washington, D. C.*

*Report of Flag-Officer Stringham, U. S. Navy, of having dispatched the U. S. S. Niagara to New York.*

BOSTON, April 24, 1861.

SIR: I have the honor to inform you that I have given orders to Captain McKean, of the *Niagara*, to proceed immediately to New York. I do this at the instance and request of General J. E. Wool, seconded by Mr. G. D. Morgan, who have made this request to me by telegraph.

Hoping this will meet your approbation, I am, respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Order of commandant navy yard, New York, to Lieutenant Braine, U. S. Navy, to assume command of the chartered steamer Monticello.*

NAVY YARD, NEW YORK, *April 24, 1861.*

SIR: You are appointed to the command of the chartered steamer *Monticello*, now under preparation for immediate sea service. You will at once repair on board and take charge of the vessel. Orders for your government will be furnished you at an early moment.

Respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

Lieutenant D. L. BRAINE, U. S. Navy,  
*New York.*

*Order of the commandant navy yard, New York, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to transport Captain Eagle, U. S. Navy, to Annapolis, Md.*

NAVY YARD, NEW YORK, *April 24, 1861.*

SIR: You will please afford a passage to Captain Eagle, U. S. Navy, in the U. S. S. *Monticello*, under your command, and on your arrival in the Chesapeake place him on board the first conveyance that he may select for Annapolis, and facilitate his movements.

Respectfully, your obedient servant,

SAM. L. BREESE,  
*Commandant.*

Lieutenant Commanding D. L. BRAINE,  
*U. S. S. Monticello, Navy Yard, New York.*

*Letter of advice from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to captains of merchant schooners of Northern ports.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 24, 1861.*

SIR: You having been ordered by your consignees to proceed to Norfolk, Va., I, as commander in chief of the Home Squadron, advise that you proceed to some Northern port, where you can receive further instruction.

Very respectfully,

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

Captain DEARBORN HERRIMAN,  
*Schooner A. Colby, of Bucksport, Me.;*  
Captain W. D. SNOW,  
*Schooner Grapeshot, of Bucksport, Me.;*  
Captain B. T. HARRIMAN,  
*Schooner Sarah Jane, of Marblehead [Mass.];*  
Captain J. A. ORINDALL,  
*Schooner Oasita, of Bucksport, Me.*



*Instructions of commandant navy yard, New York, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding cruise of that vessel to Chesapeake Bay.*

NAVY YARD, NEW YORK, April 24, 1861.

SIR: You will proceed in the *Monticello* to the Chesapeake. On your arrival at or near Hampton Roads you will report to the commanding naval officer, who will give you the necessary orders for your future action. You will place Captain Eagle, who takes passage in the *Monticello*, on board any steamer bound to Annapolis. Should you meet with any suspicious armed vessel, steamer or other, outside or inside the capes, you will not fail to ascertain her character, and should there be a doubt of its being friendly you will take her with you under the guns of Fort Monroe for safe-keeping, taking her men out of her. Should you, on or after entering the bay, fall in with any transports that might require convoy to Annapolis, you will afford it after you shall have made known your arrival to the flag-officer or commandant of Fort Monroe. You will commence drilling your men at the guns at once. You have a Chesapeake pilot; therefore will not require one.

Respectfully, your obedient servant,

SAML. L. BREESE,  
Commandant.

Lieutenant Commanding D. L. BRAINE,  
U. S. S. *Monticello*, Navy Yard, New York.

*Further instructions from commandant navy yard, New York, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding cruise.*

NAVY YARD, NEW YORK, April 24, 1861.

SIR: Since furnishing your orders I have a telegraphic dispatch informing me that two armed steam tugs are just inside the capes to intercept our transports. You will therefore not pass the capes except at daylight, and keep a good lookout for such vessels. To conceal your character it will be advisable to place a sail over your pivot gun and conceal by some means the after guns. It would be a fortunate thing if you could take or sink these vessels.

Yours, respectfully,

SAML. L. BREESE,  
Commandant.

Lieutenant Commanding D. L. BRAINE,  
U. S. S. *Monticello*, Navy Yard, New York.

The transport steamer will probably fall in with you and take convoy off Cape Henry.

S. L. B.

*Report of Superintendent Naval Academy, Annapolis, of the detail of ten midshipmen subject to Department's orders.*

NAVAL ACADEMY, April 24, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant, directing me to order ten of the oldest midshipmen to

the Navy Department for duty. I have detailed ten loyal and excellent young gentlemen who will proceed to Washington at the earliest possible moment. The communication is closed at this time and there is not a dollar of money here for their expenses.

The Academy is now occupied by volunteers, and I hardly need state that I am doing my utmost to contribute to their comfort and facilitate their movements. The *Constitution* is off the port in a position to cover the entrance of transports, and is doing excellent service in that way. I also have it in contemplation to transfer to her the acting midshipmen whenever it appears that we can not subsist them on shore. I took the precaution some months since to place on board her a good supply of provisions. This proves to be a most fortunate thing in this emergency.

I have the honor to be, sir,

G. S. BLAKE.

HON. SECRETARY [OF THE] NAVY.

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*Report of Superintendent Naval Academy, Annapolis, urging the transfer of that institution to Fort Adams or other Northern work.*

NAVAL ACADEMY,  
Annapolis, April 24, 1861.

SIR: The academic routine is completely broken up by the occupation of the grounds and a portion of the buildings of the Academy by national troops, and it will be a long time, in any event, before it will be possible to resume a regular course of instruction at this place.

I have therefore transferred the acting midshipmen to the *Constitution*, and shall send her to New York under the command of Lieutenant G. W. Rodgers, who will preserve organization and discipline until further orders.

In the meantime, aided by the officers and professors, I shall attend to the preservation of the valuable public property of the institution, the library, apparatus, etc., that they may be in readiness for any removal that may be ordered.

I propose that the personnel and materiel of the Academy shall be transferred to Fort Adams [R. I.] or some other public work north of the Delaware. The transfer is necessary, as all the buildings of the Academy not immediately occupied by the families of those connected with the institution are in possession of troops, and it is to be apprehended that more will be demanded for their accommodation. I would add that the officers and students of the Academy would be an efficient garrison for the fort they may occupy, and would promote its preservation.

I respectfully add that the transfer proposed can be easily accomplished by using the transport steamer *Baltic*, which plies between this port and New York, and which comes here full and departs empty.

Very respectfully, your obedient servant,

G. S. BLAKE.

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

*Letter from the Secretary of the Navy to C. W. Sandford, esq., relative to the destination of transport steamers.*

Confidential.]

NAVY DEPARTMENT, April 22, 1861.

SIR: On the evening of the 20th instant the following telegram was addressed to you, but returned to this Department yesterday because of the interruption of the wires:

It is deemed advisable by the Secretary of War that the steamers proceed to Annapolis. The *Harriet Lane* will convoy.

GIDEON WELLES,  
Secretary Navy.

C. W. SANDFORD,  
New York.

*Order of the Secretary of the Navy to Superintendent Naval Academy, Annapolis, regarding measures of protection for the U. S. ship Constitution.*

NAVY DEPARTMENT, April 24, 1861.

SIR: Commander Hunter has been directed to furnish you fifty recruits for the *Constitution*, and Commander Hitchcock has orders to report to you for duty at the Annapolis station to take temporary command of the U. S. ship *Constitution* and assist you in protecting her and the public property, as well as the landing of Government troops at that place.

Very respectfully,

GIDEON WELLES.

Captain GEORGE S. BLAKE, U. S. Navy,  
Superintendent Naval Academy, Annapolis.

*Letter from William H. Aspinwall, esq., to the Secretary of the Navy, relative to the dispatching from New York for convoy duty of the steamer Monticello.*

NAVY YARD, BROOKLYN,  
Wednesday Night, April 24, [1861:]

SIR: Under advisement of General Wool, Mr. Hamlin, and myself, Commodore Breese has taken unusual measures in fitting out and dispatching the steamer *Monticello* to the capes of the Chesapeake, and the dispatch just received through Colonel Scott from Mr. Porter at Harrisburg confirms the propriety of the action of Commodore Breese.

Under no other circumstances could he have afforded the convoy now suddenly asked for. In three or four days more he will have three or four other steamers in readiness for what may be required of them.

The idea of sending off at once the steamer most quickly available arose from a message received by me from the captain who landed the Massachusetts regiment at Fortress Monroe, that Colonel Dimick considered the movements of a couple of small steamers suspicious, and that he needed much some means of communicating with Government and other vessels passing in and out of the capes.

Knowing how exposed the steamers conveying men and provisions to Washington will be on their return and how dangerous one of the steamers would be in the hands of the secessionists, it was evident that an armed steamer was needed to see them safely beyond Cape Henry.

The *Monticello* has one 10-inch pivot gun forward and two 32-pounders aft.

She has power enough to tow the *Cumberland* and thus give her the efficiency of a steam corvette.

She can aid in the blockade of the James River when not needed for convoying.

Fearing a scarcity of provisions at Washington, I have advised the shipment on board the *Monticello* of all the bread, etc., she could take after taking in 210 tons of coal, which will last her three or four weeks.

This has been done without the usual form of requisition and I deem it just to let you know the circumstances under which the irregularity of the proceedings has been thought justifiable.

With sincere respect, I am, truly and respectfully, your obedient servant,

WM. H. ASPINWALL.

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

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*Letter from William H. Aspinwall, esq., to the Secretary of the Navy, regarding coal and vessels for the use of the Navy.*

NAVY YARD, BROOKLYN, *April 24, [1861.]*

SIR: As the *Monticello* is detained a few hours, I beg leave to add to my communication of this date.

Finding that one of the largest coal companies was paying demurrage on vessels loading for foreign ports, in consequence of short supplies from their mines (arising from the recent freshets and from the enlisting of their operatives), I at once went to the Delaware and Hudson Company and purchased 500 tons lump coal, deliverable in a week, and 2,000 tons steamer coal, delivered in all the month of May; the prices being \$3.70 for the former and \$3.80 for latter, which I hold at your disposal in case you want to establish a coal depot ashore or in a hulk under the guns of Fortress Monroe or of the *Constitution*. If you can supply yourself from the canals or railroad at Havre de Grace, I would advise your retaining these 2,500 and adding to them, for the supply of Key West and other points on the Gulf.

I have notified Mr. Bridge that he can call on me for any money needed for purchases until he can make the regular arrangements. To-day he only availed of what was necessary to secure the only lot of suitable tobacco in the city and concerning which he had to give an immediate answer.

The large Cunarder, *Kedar*, has been chartered to-day and can transport a large body of horses, if needed, between decks. She carries English colors and can bring up a large amount of railroad iron to Annapolis if needed.

I find a great deficiency in this yard of gun carriages for pivot guns; if there be four or six which could be spared from the Washington yard, and they can be sent here by one of the returning steamers, they will be needed for 8-inch guns.

Although I presume you are informed of what is passing in Boston, I will take the chance of repetition and say that Commodore Stringham telegraphs his ship can not be ready for twelve days.

The *Niagara* has arrived from Japan, and is to-day anchored in the outer harbor, and were anyone authorized to give the order I presume

she would be sent to Hampton Roads for your further orders. She could take provisions and troops from Boston to such points in the Chesapeake as bay transports could meet her.

Both this yard and that of Charlestown [Mass.] are short of officers for the small steamers fitting out, but prime accomplished men can be selected from the merchant captains and mates, as was Commodore Hull, from my grandfather's service at New London years ago.

Apologizing for my suggestions, I am, very truly and respectfully, your obedient servant,

WM. H. ASPINWALL.

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

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*Letter from the Secretary of War to commandant navy yard, Philadelphia, regarding use of revenue cutter at Annapolis.*

PHILADELPHIA, April 24, 1861.

DEAR SIR: The Secretary of the Treasury having placed at my disposal the revenue cutter *Forward*, for the protection of the transports between Cecil and Annapolis, you will have the goodness to cause this vessel to be fully armed and manned, with an ample supply of provisions and ammunition, and direct the captain to proceed immediately to Annapolis and use his best endeavors to protect the transports in such manner as the military commanders at the termini of the route, Cecil and Annapolis, may from time to time direct. If he should meet any unfriendly craft on his way to Annapolis he should be instructed to sink or capture them.

Yours, truly,

J. EDGAR THOMSON,  
*Acting for Secretary of War.*

[Captain S. F. DU PONT,  
*Commandant.*]

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*Order of commandant navy yard, Philadelphia, to Captain Nones, U. S. Revenue Marine, commanding U. S. revenue cutter Forward, to proceed to duty between Annapolis and Perryville, Md.*

NAVY YARD, PHILADELPHIA, April 25, 1861.

By authority from the Secretary of the Treasury, transmitted to me by Mr. J. Edgar Thomson, you will please proceed with all dispatch, with the cutter *Forward* under your command, to Annapolis, Md., and report to Captain G. S. Blake, commanding the naval forces at that point. The object in view is to keep the line of way open from Perryville to Annapolis and to perform such other duty as Captain Blake may direct.

If you meet any unfriendly craft on your way to Annapolis, you will capture or sink them, after taking out their crews, if you deem it necessary.

Should you meet United States steamers, chartered or belonging to the Navy proper, carrying troops or in any way employed in the pub-

lic service, you are authorized to urge them to give you a tow, which I am sure they will do.

I am, very respectfully, your obedient servant,

S. F. DU PONT,  
Commandant.

Captain H. B. NONES,  
*U. S. Revenue Cutter Forward, Philadelphia.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the seizure by the U. S. ship Cumberland, of the steam tug Young America and schooner George M. Smith.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 25, 1861.*

SIR: I have the honor to inform the Department that on the afternoon of April 24, 1861, a schooner, lying off Fortress Monroe, was seen with a signal of distress flying; a boat was immediately sent to her relief, when the steam tug *Young America* was seen coming toward her, evidently with the intention of taking her off. Fearing that the boat could not bring her to, I ordered a shot to be fired, which had the desired effect. The tug was then ordered to come alongside, and the schooner, which proved to be the *George M. Smith*, of New York, bound to Wilmington, N. C., anchored under the guns of the fort. On close inspection of her cargo it was found to be contraband of war, consisting in part of a complete set of gun carriages for a light-artillery battery, and was accordingly seized by me, in connection with the steam tug, and forfeited to the Government of the United States. The steam tug is at present used by me as a tender, and I have found her to be of much service. I would be glad to have the instructions of the Department in relation to them. I would also respectfully recommend to the Department the necessity of having a couple of small armed steamers of light draft sent here without delay.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

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*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Major-General Gwynn, C. S. Army, commanding forces, Norfolk District, regarding seizure of the steam tug Young America and schooner George M. Smith.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 25, 1861.*

SIR: Your letter\* under date of April 25, 1861, enclosing a communication from Colonel J. Dimick, was this moment handed me by Captain Jones, one of your aids, under a flag of truce.

In reply to your communication I have to say that the schooner *George M. Smith* was seen with a signal of distress flying, and a boat

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\* Not found.

was immediately dispatched to her relief, when the steam tug *Young America* was seen coming directly toward her. Thinking that the boat would not be able to bring her to, a gun was fired, which had the desired effect.

The said schooner was loaded with contraband of war and was accordingly ordered under the protection of the fort and, in connection with the steam tug *Young America*, becomes the property of the U. S. Government by my order.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commander in Chief Home Squadron.*

Major-General WALTER GWYNN,  
*Commanding Forces, Norfolk District.*

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*Permit to James J. Cole, commanding steam tug Young America.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 26, 1861.*

This is to certify that James J. Cole, in command of the steam tug *Young America*, was taken prisoner, while in the employ of the secessionists, by my order, and is hereby permitted to proceed North, but not to return South again.

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

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*Order of the commandant navy yard, New York, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding transport duty.*

NAVY YARD [NEW YORK], *April 25, 1861.*

SIR: So soon as you are ready in all essentials proceed on your course with the *Monticello*, stopping off pier 2, North River, for the purpose of taking the *Kill von Kull*, transport, under convoy, as requested by General Wool, U. S. Army, commanding the district.

Respectfully, etc.

SAM. L. BREESE,  
*Commandant.*

Lieutenant Commanding BRAINE, U. S. Navy.

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*Order from the Secretary of War to the commandant navy yard, Philadelphia, to employ tugs for duty between Annapolis and Havre de Grace, Md.*

WAR DEPARTMENT, *Washington, April 25, 1861.*

The commandant, under the direction of Major-General Patterson, of the troops at Perryville, is directed to employ two tugboats and the requisite number of men to man them, each carrying about twelve men, and a howitzer if deemed necessary, to ply between that point and Annapolis, each boat making a trip daily, and seize and detain all the tugboats plying in the Susquehanna south of Havre de Grace,

owned or manned by citizens of Maryland, and perform such other duties as may be necessary to protect the mails and interests of the United States between the points named.

Very respectfully,

SIMON CAMERON,  
*Secretary of War.*

[Endorsement.]

SIR: You will proceed and execute the above order to the best of your judgment.

CHAS. STEEDMAN,  
*Commander, U. S. Navy.*

[Lieutenant PEIRCE CROSBY, U. S. Navy.]

*Report of commandant navy yard, New York, regarding preparation of naval force for duty in the Chesapeake.*

NAVY YARD [NEW YORK], *April 25, [1861.]*

SIR: I have the honor to inform the Department that I have placed twenty-two recruits, with arms and provisions, on board the steamer *Yankee*, provided by Mr. Aspinwall as a dispatch or convoy vessel between Annapolis and Havre de Grace. The master of her I have appointed acting master in the Navy for temporary duty; also two master's mates. Mr. Fox I have appointed for the moment acting lieutenant. As the *Yankee's* crew is composed of United States seamen, her officers must be clothed with official authority. I regret to say again there are no officers on the station whom I can employ. I trust I will have your authority to appoint officers, to open another rendezvous, to offer \$20 bounty, to take men without bounty for a year or less, for the purpose of manning the small chartered steamers; otherwise all the three-year men, who would do better on board the *Wabash* or *Savannah*, will be out of my reach. I have been offered by the yacht club to procure a hundred or more men who have been employed with them for the steamers, if I would accept their services for a few months, or a year at furthest. I should like to have your authority also to increase the crew proper of the *North Carolina* by the addition of some forty or fifty, recommended by the superintendent of the Sailors' Home at Staten Island, Captain Depeyster.

I have your communication by the hands of the messenger, W. T. Connor. Most of its directions you will perceive have been anticipated.

Commodore Stringham telegraphed me that the *Niagara* must stop here to have her feed pipes repaired and to obtain officers. I informed him yesterday that no officers could be obtained here, and must be got in Boston. If she has to go into dock to do these repairs, it will retard our work, I fear, more than is desirable.

The *Quaker City*, furnished by the committee under orders of General Wool, was intended to operate within the capes of Virginia, and thus relieve the *Monticello* from that duty, so that she may, with others, be sent elsewhere. All the vessels that I arm here I have, of course, to place men on board to work them, as I shall this one, on board which I place two 32-pounders. Captain Shufeldt commands her.

Very respectfully,

SAML. L. BRÆSE.

HON. SECRETARY OF THE NAVY,  
*Washington.*



*Further report of the commandant navy yard, New York, regarding preparation of naval force for duty in the Chesapeake.*

NAVY YARD, NEW YORK, April 25, 1861.

SIR: By the chartered steamer *Monticello*, Lieutenant Commanding Braine, which vessel left here to-day for the Chesapeake at the suggestion and by the advice of Vice-President Hamlin and General Wool, in order to protect the transports with men and provisions that leave here to-day and to-morrow, I have assented to Captain Eagle's taking passage with communications to you and the War Department. In them I neglected to say that in view of the difficulty of getting men for the Navy for three years I request authority to order them shipped, at least as many [as] are necessary for the steamers ordered, for a shorter period. I hope I am acting in unison with the views and wishes of the Department in making the acting appointments I have already made. Unless I do so or officers be sent me I can not commission the steamers after they are fitted. Am I, as fast as they are prepared, to man them and officer them as I may deem necessary? With the consent of the Department I will open a second rendezvous temporarily, which will facilitate getting men. I am now preparing the propeller *Yankee*, provided by Mr. Aspinwall to ply about Annapolis, and will place Mr. Fox, formerly lieutenant in the Navy, in command of her with about twenty men from the recruits. I have put two 32-pounders on board. She may leave to-morrow. I have provisioned such vessels as are already prepared, and shall, unless directed to the contrary, continue to do so. I take leave again to urge that the Bureau of Ordnance be directed to send all the howitzers, fixed ammunition, etc., possible. I send this by your return messenger.

The *Niagara* is coming here from Boston and will want nearly all her complement of officers. There are none here for her.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
Commandant.

[Hon. GIDEON WELLES,  
Secretary of the Navy.]

P. S.—I have paid your messenger \$5 to enable him to proceed on his way back.

There are two vessels, in our opinion, suitable, which we can not charter, but can purchase at \$75,000 each. Have I authority to purchase if found suitable?

S. L. B.

*Report of commandant navy yard, Philadelphia, regarding equipment of revenue cutter Forward and steamer Phineas Sprague.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
Philadelphia, April 25, 1861.

SIR: Your confidential communications of the 22d and 23d instant were delivered to me late last night by a special messenger.

My letters previously written will inform you of my proceedings up to yesterday, including my agreement to take up the steam packet of the Havana line, by which you will perceive that to a certain extent I have anticipated the confidential instructions now received. To-day I have equipped and sent to sea the revenue cutter *Forward*, under the sanction of the Secretary of the Treasury, with orders to her com-

mander, Captain H. B. Nones, to proceed to Annapolis and report to Captain Blake for further instructions. She is a sailing vessel. In addition to this, I have this day seized, in the name of the United States, and pressed into service (without objection from her owners) the fine steam propeller *Phineas Sprague*, one of the very finest steamers in the port. Her draft of water is rather heavier than I could have wished, but under your modified orders I had no hesitation about taking her, for she is so superior in her qualities and can carry so heavy a battery that she will be invaluable to the service. I can buy the ship, if the Department would prefer it, for \$95,000.

I omitted to mention in the proper order of this letter that your order to keep the bay open for the transportation of troops from the Susquehanna to Annapolis was anticipated in sending the *Ice Boat* with four 32-pounder cannon, which vessel has probably reached there to-night, and will be followed by the cutter *Forward* and other vessels.

I am in daily intercourse with Major-General Patterson and the president of the Philadelphia and Baltimore Railroad Company in reference to the transportation of troops, as you will perceive by my letter of 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.

*Letter from commandant navy yard, Philadelphia, to Commodore Paulding, U. S. Navy, regarding measures for protection of Annapolis.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
Philadelphia, April 25, 1861.

COMMODORE: I am much in want of young and active lieutenants; if not at hand, could not the senior class at Annapolis be graduated at once?

I have anticipated the Secretary's order by several days in covering Annapolis by an armed steamer and keeping the way open by arming the principal steamer plying between Perryville and Annapolis and protecting Perryville at the point of embarkation. I have just sent the revenue cutter *Forward* (sailing) to the same point, to report to Blake, and I am in communication with the latter, through Commander Steedman, who, with a party of sailors, is doing good service on the Susquehanna. Three hundred barrels of provisions were sent by the president of the railroad company on Steedman's representations of shortcomings at Annapolis.

I have reason to believe that Lieutenant A. Barbot is disaffected, but being under sentence of court-martial, not yet divulged, I have not been able to get hold of him.

Commodore, put the screws to all such people. We are all shocked at the news of the disaffection of officers at Washington and Norfolk. Among the most loyal and devoted officers here are Southerners. Nicholson and Gardner, my seniors, have volunteered to serve under my orders at any moment, both of whom are Marylanders.

I am, very truly, etc.,

S. F. DU PONT.

Commodore H. PAULDING,  
Navy Department, Washington, D. C.

P. S.—The two steamers (propellers) are very fine vessels and worthy of permanent attachment to the Navy. Are they to have regular crews and officers? I have given J. R. Goldsborough one and Lieutenant Sartori the other. The *Georgia* is a side-wheeler, but a sea steamer, and better to charter than to purchase; the two others should be bought, for they can go to China after the war.

If I conclude on chartering the *Georgia* I will give her to Commander Alden.

In haste,

S. F. D. P.

Please see my dispatches to Secretary.

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*Report of Lieutenant Rodgers, U. S. Navy, commanding U. S. ship Constitution, regarding proposed location of Naval Academy at Fort Adams, R. I.*

U. S. SHIP CONSTITUTION,  
Off Annapolis, April 25, 1861.

SIR: I am just about to sail for New York with the acting midshipmen of the Academy. Captain Blake spoke to me to-day of Fort Adams, Newport, as a good place to temporarily locate the midshipmen, and asked me for information as to its capabilities for receiving them. Before you decide upon any place, if you will permit me, immediately upon my arrival at New York, to ascertain the conveniences at Newport or some other place and report to you, I can, I think, make such arrangements as will be suitable. In the meantime I can easily organize and accommodate them on board ship.

Very respectfully, your obedient servant,

G. W. RODGERS,  
*Lieutenant in Charge.*

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

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*Report of Commander Glasson, U. S. Navy, commanding U. S. brig Perry, regarding the movements of that vessel in compliance with orders from the commandant navy yard, New York.*

U. S. BRIG PERRY, Annapolis, April 25, 1861.

SIR: I have the honor to inform you that I have arrived here from New York this day, on special service, in temporary command of the brig *Perry*, with the steamers *James Adger*, the *Marion*, and the *Alabama*, having volunteer troops on board, and shall return forthwith to New York with the steamer *James Adger*, in accordance with my instructions from Commodore Breese.

The light-houses at Cape Charles and Cape Henry show no lights. A schooner is sunk in about 5 fathoms of water about 6 miles north of Wolf Trap light-ship, Chesapeake Bay. The light-boat off Windmill Point has been removed; also the light-boat at Smith's Point.

I herewith enclose a copy of my instructions from Commodore Breese, also from Major-General Charles W. Sandford.

I am, respectfully, your obedient servant,

JOHN J. GLASSON,  
*Commander U. S. Navy.*

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

*Letter from Major-General Sandford, commanding First Division, New York State Militia, to the Secretary of the Navy, relative to the dispatching of troops.*

NEW YORK, *April 25, 1861—2 p. m.*

SIR: I have just received your letter\* of the 22d instant, by the hands of your special messenger, Mr. Connor.

The *Harriet Lane*, having been reported to me for escort duty on Sunday last, sailed the same day about 6 p. m. in charge of steamers containing 4,700 troops, with provisions for thirty days.

Finding that the other routes were obstructed, I directed Captain Faunce to proceed with the fleet up the Potomac, unless there was some obstruction which could not be overcome by the force which accompanied him. In case there were any temporary batteries erected by the enemy which it would not be safe to pass, the commanding officers were directed to land and destroy them, and in case of their passage being absolutely closed, Captain Faunce was instructed to proceed to Annapolis.

These orders were kept secret and the public was not aware of the destination of the fleet.

I hope it has arrived safely. The fleet which sailed on Tuesday night (the 23d instant) with 3,000 men, under the escort of the U. S. brig *Perry*, was directed by me to land at Annapolis, in order to reinforce the Seventh Regiment, then delayed at that port.

I am, very respectfully, your obedient servant,

CHAS. W. SANDFORD,

*Major-General, First Division, New York State Militia.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Letter from Wm. H. Aspinwall, esq., to the Secretary of the Navy, regarding the dispatching from New York of vessels with troops and stores.*

BROOKLYN [NEW YORK] NAVY YARD,  
*Thursday, April 25, [1861.]*

SIR: I took the liberty of informing you by Captain Eagle, who left this morning at 10 o'clock in the *Monticello*, armed propeller, that I had taken upon myself to buy 2,500 tons of coal, the stock and supply being short. This will be sent in three vessels to the capes of Virginia, to be landed as you may direct, either at [Old] Point Comfort, Annapolis, or Key West.

The *Niagara* will go to the capes of Virginia for your orders, and possibly Commodore Stringham may go in her, leaving orders for the *Minnesota* to follow.

The *Kedar*, a large Cunard propeller, leaves to-morrow with 1,000 barrels beef, 1,000 barrels pork, and considerable bread and troops, [on] her passage up the Potomac.

The *Yankee*, armed propeller, leaves in the morning under charge of Captain Fox, to be at the disposal of Government as a dispatch vessel and convoy between Annapolis and Havre de Grace, and to furnish motive steam power to the *Constitution*.

Has it occurred to you how effectual sunken vessels off Southern harbors would be toward establishing a blockade?

\* See p. 327.

I will send a proposition for a submerged telegraph to-morrow morning.

Very respectfully,

WM. H. ASPINWALL.

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

*Order of the Secretary of the Navy to Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, regarding transfer of recruits to Annapolis.*

NAVY DEPARTMENT, April 26, 1861.

SIR: It is considered advisable to get the steamer [ship] *Alleghany* out of the harbor of Baltimore. You will therefore, if it can be done, employ a tug to tow her to Annapolis. If you can not procure a tug for this purpose, you will transfer the recruits by any practicable means to Annapolis, with orders to report to Captain George S. Blake.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander D. B. RIDGELY,  
*Commanding U. S. Receiving Ship Alleghany, Baltimore.*

*Order of the Secretary of the Navy to Superintendent Naval Academy, Annapolis, for the retention at that place of the U. S. ship Constitution.*

NAVY DEPARTMENT, April 26, 1861.

SIR: The recruits on board the steamer [ship] *Alleghany*, at Baltimore, have been ordered to report to you. If the *Constitution* has not left, the Department deems it advisable that she remain at Annapolis for the protection of troops, etc., who may arrive from the North, if it can be done with safety to the ship.

The Department desires to transfer the following acting midshipmen to report to Flag-Officer Stringham at Boston, viz: A. T. Snell, L. Phoenix, C. E. McKay, William T. Sampson, and William F. Stewart.

Very respectfully,

GIDEON WELLES.

Captain G. S. BLAKE,  
*Superintendent Naval Academy, Annapolis.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Todd, U. S. Navy, to seize schooner Cambridge.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 26, 1861.*

SIR: You will seize in the name of the Government of the United States the schooner *Cambridge*, now lying off Fortress Monroe, giving a receipt for the amount of coal on board of her.

You will then tow her into the wharf at the fortress and secure her.

Very respectfully,

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

Lieutenant H. D. TODD, U. S. Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding the seizure of schooner Cambridge.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., April 26, 1861.

SIR: I have the honor to inform the Department that I to-day ordered the schooner *Cambridge*, of Baltimore, bound to Norfolk with coal, to be seized for the use of the Government of the United States. The said schooner contained 105 tons of coal, for which I gave a receipt. I would also state that there is very little coal in the fort, and I would be glad to have the wishes of the Department in relation to the matter.

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

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

HON. GIDEON WELLES,  
Secretary of the Navy.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Captain Buckler, commanding schooner Cambridge, regarding the seizure of that vessel.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., April 28, 1861.

SIR: I have seized your vessel, the schooner *Cambridge*, of Baltimore, with 105 tons of coal on board, for the use of the Government of the United States, for which I will give you a receipt.

The said schooner will be detained here until I receive further instructions from Washington, when you will be allowed the regular pay for detention.

Very respectfully,

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

Captain SAMUEL BUCKLER,  
Commanding Schooner *Cambridge*.

I hereby certify having received and seized for the use of the Government of the United States 105 tons of coals on board the schooner *Cambridge*.

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

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to Annapolis, Md.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, April 26, 1861.

SIR: You will proceed with the steamer *Monticello* to Annapolis, Md., and, after landing Captain Eagle, return immediately to Fortress Monroe.

Very respectfully,

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

Lieutenant Commanding BRAINE,  
Commanding U. S. S. *Monticello*.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, regarding provisions.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., April 26, 1861.

SIR: I beg leave to inform you that the U. S. S. *Monticello* arrived here this evening with provisions for this ship with discretionary power to land them at the fort.

We are not in immediate want of them and if you need them I will have them landed at the wharf without delay, as the steamer must proceed with dispatches.

I would be glad to have an early answer.

Very respectfully, your obedient servant,

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

Colonel J. DIMICK, U. S. Army,  
Commanding Fortress Monroe.

*Letter from commandant navy yard, Philadelphia, to the Secretary of the Navy, regarding restoration to active service of officers who had resigned from the U. S. Navy.*

Unofficial.] U. S. NAVY YARD, PHILADELPHIA, April 26, 1861.

SIR: The exigencies of the service have induced me to avail myself of the gallant offer for duty made to me by Ex-Lieutenant Watmough, and I have sent him on important service to Perryville with two 32-pounder cannon, to cover the embarkation of troops at that point on the Susquehanna.

The resignations from the Navy having so painfully increased, it has been reported that the Department may restore permanently or during the war the commissions of officers who left the service with unblemished reputations and noted professional efficiency and who have offered their services in the present emergency.

Should this be the case, I do not hesitate respectfully to ask that Lieutenant Watmough may be included in these, as he comes under all the requisites above mentioned in an eminent degree.

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

S. F. DU PONT.

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

*Report of commandant navy yard, Philadelphia, requesting suspension of Department's orders to Lieutenant Crosby, U. S. Navy.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
Philadelphia, April 26, 1861.

SIR: After a considerable delay, your order of the 20th instant to Lieutenant Crosby has been received. Previously, however, I had sent Lieutenant C., on special duty with Commander Steedman, in to keep the line of communication between Perryville on the Susquehanna and

Annapolis open, and as he is of very great use to Commander Steedman, and essentially so to the United States, may I ask that for the present his orders be suspended?

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.*

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*Proclamation of the President of the United States regarding extension of blockade to the ports of Virginia and North Carolina, April 27, 1861.*

Whereas, for the reasons assigned in my proclamation\* of the 19th instant, a blockade of the ports of the States of South Carolina, Georgia, Florida, Alabama, Louisiana, Mississippi, and Texas, was ordered to be established; and, whereas, since that date public property of the United States has been seized, the collection of the revenue obstructed, and duly commissioned officers of the United States, while engaged in executing the orders of their superiors, have been arrested and held in custody as prisoners, or have been impeded in the discharge of their official duties without due legal process by persons claiming to act under authority of the States of Virginia and North Carolina, an efficient blockade of the ports of those States will therefore also be established.

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 twenty-seventh day of April, in the year of our Lord one thousand eight hundred and sixty-  
[L. s.] one, and of the independence of the United States the eighty-fifth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,  
*Secretary of State.*

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*Order of the Secretary of the Navy to Superintendent Naval Academy, Annapolis, for the transfer of that institution to Fort Adams, Newport, R. I.*

NAVY DEPARTMENT, April 27, 1861.

SIR: Your several communications, including the dispatch of the 24th, with a duplicate by Lieutenant Simpson, have been received. Yesterday the Department suggested the expediency of continuing the *Constitution* at Annapolis to cover the landing of troops. There was also a deficiency of men to man her, and I am apprehensive that the *Cumberland* can illy spare any from her crew at this time. But as she has been sent around to New York, the arrangement of transferring the school for the present at least to Fort Adams, will be consummated. Authority from the War Department for the occupancy of the fort at Newport, and conveyance by the *Baltic*, have been granted. You will therefore proceed to carry into effect the transfer of personnel and material from Annapolis to Fort Adams with as little delay as possible. A

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\* See p. 156.



copy of the general orders of the War Department, that Fort Adams is placed temporarily under the control of the Secretary of the Navy for the purposes of the Naval Academy, is herewith transmitted.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Captain GEORGE S. BLAKE,  
*Annapolis.*

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*Letter from the Secretary of the Navy to the Secretary of War requesting that Fort Adams, Newport, R. I., be appropriated for the use of the Naval Academy.*

NAVY DEPARTMENT, *April 27, 1861.*

SIR: In consequence of the disturbed condition of affairs in Maryland, and the hostile demonstrations toward authorities of the Federal Government, the naval school at Annapolis has become broken up, and the frigate *Constitution* with some of the officers and students on board has sailed for New York.

It is proposed therefore that the personnel and the materiel of the academy be transferred to Fort Adams, Newport, R. I., at least for the present. I have therefore to request that the War Department will authorize the fort to be appropriated for the use of the school until further orders. And I would also request that the steamer *Baltic*, on her return trip, be authorized to receive on board the officers of the school and their furniture, also the books, apparatus, and property connected therewith, belonging to the Government, and transport the same to Newport.

I am, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary of Navy.*

Hon. SIMON CAMERON,  
*Secretary of War.*

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*Letter from Commander Steedman, U. S. Navy, to commandant navy yard, Philadelphia, regarding additional men required.*

PERRYVILLE [MD.], *April 27, 1861.*

MY DEAR CAPTAIN: Goldsborough arrived here a few moments ago, but did not bring any men with him, having had to man and arm two tugboats. I am left with only 5 men; I hope you will send me 10 instead of 6, as I requested. From appearances I don't think my presence will be necessary here longer than a week.

You have forgotten to send me instructions in case I come in contact with Glisson. It would be extremely mortifying to me should it so happen that he and myself come in contact and he should claim rank, which of course he has at present a perfect right to do.

Respectfully and faithfully, yours,

CHARLES STEEDMAN.

Captain DU PONT,  
*U. S. Navy Yard, Philadelphia.*

*Order of the Secretary of the Navy to Captain Faunce, U. S. Revenue Marine, commanding U. S. revenue cutter Harriet Lane, to proceed to the mouth of the Patapsco River for the protection of commerce.*

Confidential.]

NAVY DEPARTMENT, April 27, 1861.

SIR: The Department has received information that there is a movement on foot in Baltimore and its vicinity to seize the large steamer employed as a transport between Annapolis and Perryville, and other vessels in the Government service.

You will therefore proceed off the mouth of the Patapsco, and scrutinize vessels coming from Baltimore, seizing any that have arms or articles contraband on board, protecting peaceable and loyal citizens, and suppressing hostilities. It will be a special object to keep open the transit between Annapolis and Perryville, which must not be impeded or obstructed.

You will report daily, if you have opportunity, your proceedings and the condition of affairs in that vicinity. At an early day I shall expect arrivals to relieve you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN FAUNCE,

*Commanding U. S. Revenue Cutter Harriet Lane.*

*Instructions of the Secretary of the Navy to commandant navy-yard, New York, regarding measures for increase of the naval force.*

Confidential.]

NAVY DEPARTMENT, April 27, 1861.

SIR: Your communication of the 22d, by Special Messenger Budd, is received, and the course which you have pursued in ordering the *Harriet Lane* and the *Perry* to convoy the transports approved. The Department would have issued similar orders could there have been communication. The general arrangements you have made—not only in regard to these vessels, but others—in compliance with the wishes of the collector for protecting the commerce and guarding the port of New York meet my approval. The emergency was one requiring action, and the assumption of responsibility in the absence of orders and the ordinary means of communication, and your promptitude and energy are commended.

In a conversation with the Secretary of the Treasury yesterday he said he would make a transfer of the *Corwin* and *Bibb*, and I had previously suggested to him a suspension of the coast survey for the present. He will, I presume, make a transfer of the vessels that are in New York, and they will come into your custody and supervision as suggested.

The letter of this Department authorizing the employment and equipment of ten steamers you will have received ere this.

Your suggestion that 8-inch (or smaller) guns be substituted for the 9-inch, provided the latter can not be procured, must be adopted.

In regard to seamen, the President has authorized the number to be increased to 25,000, and it is hoped the enlistment will commence with sufficient rapidity to meet the exigencies of the service. Any measures suggested to encourage and promote enlistments will be acceptable.

I shall endeavor to procure from the Treasury Department—but not, I apprehend, in season for this messenger—the transfer of the coast survey vessels alluded to, and you will proceed to carry out the necessary arrangements.

The proposition \* of Commander Ward, approved and forwarded by you, has the sanction of the Department, and you will be pleased to lend your efforts to carry the same into immediate effect. It is very desirable that there should be at this time such an armament on the waters of the Chesapeake and its tributaries.

Should you, while communication is interrupted, find it necessary to call into service any officers who may be in your vicinity, on leave or retired, you will do so, reporting forthwith to the Department.

I am, sir, respectfully, your obedient servant,

G. WELLES,  
*Secretary Navy.*

Commodore SAML. L. BREESE,  
*Commandant Navy Yard, New York.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the lack of lieutenants in his command.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 28, 1861.*

SIR: I beg leave to inform the Department that, owing to the resignations of two lieutenants on board of this ship, we are very much crippled, and for an effectual blockade officers of this rank are very necessary.

I would also state that, if agreeable to the Department, I would like to have Lieutenant Alexander A. Semmes, late of the brig *Dolphin*, ordered here as one of them.

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

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

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

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding the lack of instructions from the Department.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 28, 1861.*

SIR: I beg leave to inform the Department that I have not received any communication since Flag-Officer Paulding left here, and am very desirous of knowing whether I shall prevent vessels passing either way, including the mail steamers, and whether there is a proclamation issued by the President of the United States in relation to a blockade of the harbors of Virginia and the Chesapeake Bay. This information is very necessary and will govern my actions here. With the assistance of Colonel Dimick, of Fortress Monroe, I think I can effectually blockade this place. I beg leave also to call the attention of the Department to my dispatches † Nos. 42, 43, and 44, and would like your earliest attention to them.

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

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

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

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\* See p. 420.

† See pp. 316, 330, 338.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding two steamers sent by the Department.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., April 28, 1861.

SIR: I beg leave to inform the Department that the two small steamers, asked for in my dispatch\* No. 43, have arrived here, but both with instructions which made it necessary for me to send them to Annapolis. I hope they will be ordered to return here forthwith if the Department desires to establish a rigid blockade.

I have the honor to be, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
Flag-Officer, Commanding Home Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of commandant navy yard, New York, regarding movements of vessels.*

NAVY YARD [NEW YORK], April 28, 1861.

SIR: By Captain Eldridge, who leaves in the *Baltic* this evening with troops for Annapolis, I have the opportunity to inform you that the *Keystone State* will leave probably to-morrow. She will convoy three or four transports with as many regiments to within the capes of Virginia. The *Niagara* is below, and so soon as she gets some slight repairs, which she will receive while lying at the quarantine ground, she will proceed to Annapolis in compliance with your order to Captain Hudson.

May I have specific orders in relation to the appointing [of] officers from the civil marine or others in the regular service who are or have retired and the disposition I am to make of the chartered steamers as fast as I can get them ready? Lieutenant Trenchard will take a dispatch from me for the Department. Does the Department approve my ordering a bounty of \$20 for seamen and ordinary seamen? Without this I fear we shall want men sufficient.

Very respectfully, your obedient servant,  
SAML. L. BREESE,  
Commandant.

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

*Report of commandant navy yard, New York, regarding condition of U. S. S. Niagara.*

NAVY YARD [NEW YORK], April 28, 1861.

SIR: Since writing my letter, in which I have mentioned matters somewhat in detail, I have learned sufficient of Captain McKean to be satisfied that the *Niagara* will not be in a situation to go to the Chesapeake for probably four or five days. She is entirely out of stores and provisions. These will be sent down to her, and when the repairs to her pumps and feed pipes are done she will be ready to proceed to Annapolis. All this, as I have already said, will require some days. In the

\* See p. 330.

interim her paymaster (Ware) is making up his accounts, etc., and there will be ample time to order one in his stead. I believe Paymaster [G. R. ?] Barry is in this vicinity. Paymaster Etting left here for Washington yesterday.

Very respectfully, your obedient servant,

SAMUEL L. BREESE,  
Commandant.

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

*Report of Superintendent Naval Academy, Annapolis, of the removal of that institution and requesting orders from the Department for the U. S. ship Constitution to proceed to Newport, R. I.*

U. S. NAVAL ACADEMY,  
Annapolis, April 29, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 27th April, directing the transfer of the naval school to Newport, R. I., and am now engaged in packing the library, instruments, and philosophical apparatus, as well as it can be done under existing circumstances, and hope to have all except the larger instruments ready for removal in a very few days. Such as we are compelled to leave will be as carefully secured as possible and placed under the care of the officer commanding the garrison. All the naval trophies, flags, etc., which were deposited in the lyceum of the Academy were carefully packed and sent away in the *Constitution*.

That ship is probably in New York with the students on board, and I respectfully ask that she be ordered to take them to Newport.

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

G. S. BLAKE,  
Superintendent.

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

*Report of Lieutenant Rodgers, U. S. Navy, commanding U. S. ship Constitution.*

NAVY YARD, NEW YORK, April 29, 1861.

SIR: I have the honor to report the arrival of the *Constitution* at this place with 151 acting midshipmen on board from the Naval Academy.

Very respectfully, your obedient servant,

G. W. RODGERS,  
Lieutenant, Commanding.

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

*Certificate from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding schooner Satilla.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., April 29, 1861.

This is to certify that I have prevented the schooner *Satilla*, Captain Orin Lewis, of Norfolk, from Annapolis, bound to Norfolk, from enter-

ing the said port, and advise that she proceed to some northern port north of Cape Henlopen.

The captain of the said schooner being a citizen of Massachusetts, I desire that he receive due protection from those whom he may come in contact with after leaving this place.

G. J. PENDERGRAST,  
*Flag Officer, Commanding Home Squadron.*

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*Special order from Brigadier-General Butler, U. S. Army, commanding Department of Annapolis, Md., to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, discharging him from further duty.*

SPECIAL ORDERS.] HDQRS. DEPARTMENT OF ANNAPOLIS,  
*April 29, 1861.*

SIR: Having detained the captain of the steamer *Monticello* in the Government service until this morning, the exigency to meet which he was detained having passed away, he will sail in compliance with his original orders.

With many thanks for the alacrity with which he has yielded to my wishes, he is discharged from further service at this Department.

By order of B. F. Butler, brigadier-general, commanding, etc.:

Captain HAGGERTY,  
*Aid-de-Camp.*

Lieutenant D. L. BRAINE,  
*Commanding U. S. S. Monticello.*

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*Confidential letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding extension of blockade.*

Confidential.] NAVY DEPARTMENT, *April 29, 1861.*

SIR: Your dispatches Nos. 42, 43, and 44 have been received. Paymaster Doran has been detailed to supply the place of Mr. De Bree.

I congratulate you on the capture of the steam tug and the schooner with gun carriages on board. As you find the steam tug useful, would it not be well to detain her in your service as a tender until you are better supplied? A quantity of coal has been ordered to Fortress Monroe, and that which you have seized and receipted for will, it is hoped, suffice until you are supplied from Philadelphia or New York. Your vigilance in guarding and protecting the public interests is appreciated, and it is important that every suspicious vessel should be stopped, and all having on board troops, munitions, or articles contraband of war, captured.

The President has issued a supplemental proclamation\* extending the blockade to the ports of Virginia and North Carolina.

In a few days a sufficient force will, I trust, be forwarded to enforce a rigid blockade of the principal ports.

I am, very respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Captain G. J. PENDERGRAST,  
*Commanding U. S. Sloop Cumberland.*

P. S.—You will send the prize schooner *George M. Smith* to New York.

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\* See p. 340.

*Letter of approval from the Secretary of the Navy to the commandant navy yard, New York.*

NAVY DEPARTMENT, April 29, 1861.

SIR: I have received your letter of the 21st instant, informing me that you had directed the *Harriet Lane* to convoy the transports from New York to Washington.

Your action meets with the approval of the Department, and was merely an anticipation of its orders.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore S. L. BREESE,  
*Commandant Navy Yard, New York.*

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*Instructions of the Secretary of the Navy to commandant navy yard, New York, regarding measures for increase of naval force.*

Confidential.]

NAVY DEPARTMENT, April 29, 1861.

SIR: Your several communications of the 24th and 25th are received, stating that you have chartered the *Monticello*, *Mount Vernon*, and *Huntsville*, with the privilege of purchasing. The Department approves your action, and also that of dispatching the *Monticello* to the Chesapeake Bay.

In relation to seamen, the President has ordered an increase of 18,000, and in view of the necessities of the case, and that the service will be chiefly in the home squadrons, they may be enlisted for one year. On this subject general orders will be issued to the different rendezvous.

The arrangements in regard to the *Yankee* will, I presume, be acceptable.

In my letter of the 23d instant I referred to certain gentlemen as an advisory committee, with whom you might consult. One of the gentlemen alluded to, George D. Morgan, esq., has the special confidence of the Department, and you will advise with him in behalf of the Department, and as its friend in this emergency, in the purchases you may make, and the extraordinary measures you are compelled to take.

It has been gratifying to the Department to witness the promptitude and alacrity that has been exhibited and the service rendered, not only by the gentlemen referred to, but by Mr. Aspinwall and others.

I am, very respectfully, your obedient servant,

G. WELLES,  
*Secretary Navy.*

Commodore SAMUEL L. BREESE,  
*Commandant Navy Yard, New York.*

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*Report of commandant navy yard, New York, regarding officering of vessels.*

NAVY YARD, NEW YORK, April 29, 1861.

SIR: I have to inform the Department that the *Huntsville*, a chartered propeller, and the *Dawn*, also a propeller, will be ready for their officers and men to-morrow. I had, under the orders of the 23d instant,

in the belief that the service of the vessels chartered was wanted immediately for blockading, directed Lieutenant Lynch to be prepared to take command of her, and had also selected from the civil service a competent master with three mates. Her engineers are disposed to remain by her; to all of them I proposed to have given temporary acting appointments. If the vessels are required for immediate service, if the Department proposes officering them entirely, they should be here soon. I hope, about every three days, to have one of the remaining seven ready to go to sea. I have informed the Department that I have appointed Lieutenant Braine from the *North Carolina* to command the *Monticello*, and given acting appointments to her master, two mates, and engineers. She is now in the Chesapeake. I have given also the appointment of acting lieutenant, temporarily, to Mr. Fox, to command the *Yankee*, a vessel furnished by the committee to cruise in the Chesapeake, and a master's appointment to her captain and mate; these appointments from me were necessary to give the officers any authority over the men I have put on board her to fight her guns, two 32-pounders, with which I armed her, etc. I have also detailed Lieutenant Bankhead to command the *Mount Vernon* now in progress of being made ready, and am seeking for a commander for the *Dawn*. I understand that Ex-Lieutenant P. G. Watmough, of Philadelphia, proposes to come here to offer his services. Shall I give him an acting appointment for the command of the *Dawn*? I have had several applications for employment from officers resigned long since. I hope the Department will recognize the appointments I have made, and either authorize me to proceed in their manning and officering or inform me if it desires that the vessels shall be kept here until the Department itself furnishes officers for them. It is probable in the present state of affairs that some considerable detention of the vessels might be the consequence of the latter mode. I have already mentioned that pivot guns could not, in the short time supposed necessary, be prepared for all the steamers, but a part of them will be supplied with 32-pounder carriage guns. The *Keystone State* left this morning.

Your orders to Commander Glasson to proceed to New Bedford arrived here after the *Perry*, to whose command I appointed him for the occasion, had sailed. I ordered him to return immediately after having seen his convoy safe to Annapolis. He is not yet arrived.

The *Constitution*, *Harriet Lane* in company, arrived today; the former is at the yard.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

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

P. S.—I have, since writing the above, received by the hands of Mr. Bright your communication of the 27th instant, and will carry out as soon as possible the instructions relative to the flotilla. At present every appliance is used to forwarding the equipment of the ten steamers.

Presuming that it will meet the views of the Department, I have ordered Paymaster Barry, at present unemployed, for temporary duty on board the *Niagara*, to receive and take up the accounts of that ship, as Paymaster Ware desires to leave her here, I believe for the purpose of resigning.

S. L. B.



*Letter from William H. Aspinwall, esq., to the Secretary of the Navy, relative to coal supplies and convoy duty.*

NEW YORK, Monday, April 29, 1861.

SIR: On my daily visit this morning to the navy yard I became more than ever satisfied that the oath should be administered there, and hence the enclosed telegram, which, being late to reach the steam tug from Perryville to Annapolis, it was thought best not to send through Baltimore.

2. Coal at Havana. As Consul-General Shufeldt was hurried off to Havana in the *Karnak* on Saturday I authorized him to purchase for the U. S. Government all the American coal in Havana, which, from last accounts, was 2,000 or 2,500 tons, and I asked Howland & Aspinwall to furnish the gold necessary. They consequently placed 1,500 Spanish doubloons in his hands for that purpose.

3. The *Harriet Lane* is ordered to Aspinwall [New Granada]. She has not capacity to carry coal for the trip, and I ask your permission to modify her instructions, so as to convoy the steamers, of which there are three each month, through the passages between Cuba and San Domingo, which can be easily done by each being at the Mariguana Passage on the 5th, 15th, and 25th of each month, and leaving Cape Folly on the 8th or 9th, 18th or 19th, 28th or 29th, on her return with the homeward-bound California steamer. This would allow the *Harriet Lane* six or eight days three times a month to visit Havana or Kingston for coal or orders.

3 [4]. Commodore Breese understands your orders of 26th as withdrawing the authority to officer and man the vessels he is fitting out. Would it not save time to rendezvous as fast as possible at the capes of Virginia for your orders?

Very respectfully, yours,

W. H. ASPINWALL.

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

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, in view of the extension of the blockade.*

NAVY DEPARTMENT, April 30, 1861.

SIR: Your communications numbered 45, 46, and 47 have been received.

A proclamation was issued on the 27th instant by the President extending the blockade to the ports of the States of Virginia and North Carolina. You will therefore continue to carry out the instructions heretofore given you and interdict all communication with the States that are in insurrection, using for the purpose all the naval force under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Hampton Roads, Va.*

*Letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding a tender for the flagship.*

Confidential.]

NAVY DEPARTMENT, April 30, 1861.

SIR: One of the small steamers recently seized by the Government has been ordered to join the U. S. ship *Cumberland*. It is the intention of the Department that this vessel be employed as a tender to pass between the *Cumberland* and Fortress Monroe for various necessary purposes, particularly to insure the supply of water for the troops quartered at the fort. She may also be used to guard the approaches from Hampton Roads.

You will be pleased to exercise your discretion with reference to her further movements, and apprise the Department at an early date of the success of the plan.

I am, very respectfully, your obedient servant,

GIDEON WELLES,  
Secretary Navy.

Commodore G. J. PENDERGRAST,  
Commanding U. S. Sloop *Cumberland*.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Acting Master Germain, U. S. Navy, commanding U. S. S. Yankee, regarding supplies.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, April 30, 1861.

SIR: You will please inform me as to how many days' water, coal, and provisions you have on board. Also when you are in all respects ready for service. Also how you are off for a pilot.

Very respectfully,

G. J. PENDERGRAST,  
Commanding Home Squadron.

Acting Master GERMAIN,  
Steam Tug *Yankee*.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Selfridge, U. S. Navy, for a reconnoissance.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, April 30, 1861.

SIR: You will proceed in the steam tug *Yankee* and reconnoiter the shore from the Rip Raps to Cape Henry and procure all information that may be useful and necessary.

Should you meet with any armed or suspicious vessels, you will overhaul them and, if necessary, bring them up and anchor them under the guns of the forts.

Very respectfully,

G. J. PENDERGRAST,  
Commanding Home Squadron.

Lieutenant THOMAS O. SELFRIDGE,  
U. S. Ship *Cumberland*.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, for a reconnoissance.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, April 30, 1861.*

SIR: You will proceed in the U. S. S. *Monticello* and reconnoiter in the vicinity of Sewell's Point, and procure all information that may be useful and necessary.

Should you meet with any armed or suspicious vessels, you will overhaul them and, if necessary, bring them under the guns of the fort.

Very respectfully,

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

Lieutenant Commanding D. L. BRAINE,  
*Commanding U. S. S. Monticello.*

*Request from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, commanding Fort Monroe, Va., for light ordnance.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 30, 1861.*

SIR: Will you have the kindness to furnish me with a couple of your light fieldpieces, or howitzers, for arming the steam tug *Young America*, with the required ammunition.

Very respectfully,

G. J. PENDERGRAST,  
*Commanding Home Squadron.*

Colonel DIMICK,  
*Commanding Fortress Monroe, Va.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding provisions.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 30, 1861.*

SIR: You will land the provisions you have on board at Fortress Monroe, reserving a reasonable amount for your own vessel.

Inform me when you will be ready for service; also how many days' water, provisions, and coal you have on board.

I wish great care taken in their expenditure for the present.

Also inform me how you are off for a pilot.

Very respectfully,

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

Lieutenant Commanding D. L. BRAINE,  
*Commanding U. S. S. Monticello.*

*Letter from S. M. Felton, esq., to Commander Steedman, U. S. Navy,  
regarding transportation for troops.*

PHILADELPHIA, WILMINGTON AND BALTIMORE R. R. Co.,  
*Philadelphia, April 30, 1861.*

The bearer of this, Major Morris, goes down to Perryville by direction of Major-General Patterson, to reenforce Fort McHenry. You will furnish him with transport for his men and stores, putting them on board of a launch and armed boat and with reliable men. Having landed them according to General Patterson's orders, the boat will return to Perryville for service between there and Annapolis.

Yours, truly,

S. M. FELTON.

Commander STEEDMAN.

*Order of Commander Steedman, U. S. Navy, to Lieutenant Crosby, U. S. Navy, to join him at Perryville, Md.*

PERRYVILLE, April 30, 1861.

SIR: On the receipt of this order you will use every dispatch to join me with your command at this point. If Lieutenant Watmough is at Annapolis you will please so arrange with him that both the armed tug-boats are not to be at the same point at the same time hereafter. If General Butler wishes to detain you show him this order.

Very respectfully,

CHARLES STEEDMAN,  
Commander, U. S. Navy.

Lieutenant CROSBY, U. S. Navy.

*Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, of intended departure of that vessel for Annapolis.*

U. S. SHIP ALLEGHANY,  
*Off Fort McHenry, Baltimore, April 30, 1861.*

SIR: I received your communication of the 26th instant this morning. I will proceed to Annapolis with this vessel in tow of a steam tug as soon as I can procure the moorings of the ship in the harbor, which were slipped when the vessel came to anchor off Fort McHenry.

I am, very respectfully, your obedient servant,

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

Hon. G. WELLES,  
*Secretary of the Navy, Washington.*

*Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, regarding transfer of troops at Annapolis.*

U. S. RECEIVING SHIP ALLEGHANY,  
*Off Fort McHenry, May 1, 1861.*

SIR: In consequence of the roughness of the water and the Alleghany's rudder being useless I made an ineffectual attempt to have

her towed to Annapolis to-day. I have placed the recruits, seventy in number, on board the light-house schooner *Delaware*, in charge of Lieutenant Bier, with orders to report to Captain Blake at Annapolis, in obedience to your order received yesterday. The wind is fair and fresh; the schooner will make Annapolis in a few hours.

I am, very respectfully, your obedient servant,  
DANL. B. RIDGELY,  
Commander.

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

*Order of the Secretary of the Navy to commandant navy yard, Philadelphia, regarding revenue cutter Forward.*

NAVY DEPARTMENT, May 1, 1861.

SIR: I have received your letter of the 23d ultimo asking if the revenue cutter *Forward* now lying at the yard shall be put in an efficient condition.

This Department has no control over the revenue vessels except when they are temporarily transferred to it from the Treasury Department. If the Secretary of the Treasury wishes the vessels repaired it can be done at the yard and the expense refunded to the navy appropriations from those from the revenue service.

I am, respectfully, your obedient servant,  
GIDEON WELLES.

Captain S. F. DU PONT,  
Commandant Navy Yard, Philadelphia.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding captured schooner George M. Smith.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 1, 1861.

SIR: I have the honor to acknowledge the receipt of your letter under date of April 29, 1861, with the postscript. The schooner *George M. Smith* is at present under the charge of Colonel Dimick, of Fortress Monroe. I found it necessary to take everything out so as to get at her cargo and inspect it thoroughly, expecting to find guns in the bottom of her, but was disappointed. The gun carriages and such articles as are contraband of war have been taken in charge by the fort, for which Colonel Dimick has receipted. Other articles on board, which are very much needed for the fort, have also been taken and receipted for. I desire to know whether I shall send the schooner as she is or place these things again on board. A careful inventory has been taken of everything landed for the use of the fort. Will that be sufficient to send with her to New York?

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
Flag-Officer, Commanding Home Squadron.

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

*Letter from P. G. Watmough, esq., late lieutenant U. S. Navy, to commandant navy yard, Philadelphia, regarding convoy of troops to Fort McHenry.*

PERRYVILLE, May 1, 1861.

SIR: I hear from several reliable sources that the Department has concluded to grant no restorations to our service. You would confer a special favor if you would give me some official notification of the result of the letter you did me the kindness to write about me. By Captain Steedman's orders I have been busily employed in convoying mails and passengers to and from Annapolis, and am now on my return from landing Major [W. W.] Morris and command with provisions at Fort McHenry, accomplished with no difficulties.

I am, sir, very respectfully, your obedient servant,  
P. G. WATMOUGH.

Captain S. F. DU PONT,  
*Commandant Philadelphia Navy Yard.*

*Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding provisions.*

U. S. S. MONTICELLO,  
*Off Fortress Monroe, May 1, 1861.*

SIR: In reply to your letter of 30th ultimo, I beg leave to inform you that I have landed all the provisions that are at present at hand, and am now ready for service.

I have eighteen days' coal, full steaming; provisions for one month; water for one month. As regards the pilot of the vessel, Mr. Edwin V. Gager, acting master in the Navy, acts in that capacity.

Very respectfully, your obedient servant,  
D. L. BRAINE,  
*Lieutenant, Commanding U. S. S. Monticello.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding the force under his command.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 1, 1861.*

SIR: I have the honor to inform the Department that I have at present under my command the flagship *Cumberland*, steamer *Monticello*, steamer *Quaker City*, steam tug *Yankee*, and steamer *Baltimore*. I also retain the captured steam tug *Young America*, and, with the assistance of Colonel Dimick, of Fortress Monroe, have armed her with two light mountain howitzers. With this force, though small, I will endeavor to carry out the views of the Government.

I would again respectfully call the attention of the Department to my dispatch No. 46 in relation to lieutenants. It is impossible for me to get along without them. \* \* \* †

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† Sentence lost from original dispatch.

I would be pleased if the Department will comply with my request as soon as possible.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding reconnoissance, and transmitting report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, and notice of blockade.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., May 1, 1861.*

SIR: I have the honor to inform the Department that I have sent out reconnoitering parties. A copy of the report of Lieutenant Commanding Braine, of the U. S. S. *Monticello*, is herewith enclosed. I also sent Lieutenant Thomas O. Selfridge, of this ship, in the steam tug *Yankee* to reconnoiter from the Rip Raps to Cape Henry. He reports no battery, but saw a troop of horse to the number of twenty-five near Cape Henry light. I will to-day send the *Quaker City* as far as Cape Henry to intercept and board all vessels near the capes and warn them off, and also a vessel to the mouth of James River and Hampton Creek to reconnoiter there. I beg leave also to inform the Department that I have notified the Norfolk and Baltimore papers of the proclamation of the President and of my determination to carry it out. A copy is herewith enclosed. Also that I have stopped the Baltimore mail and passenger steamboats running to Norfolk and connecting with the South.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

[Enclosures.]

U. S. S. MONTICELLO,  
*Hampton Roads, April 30, 1861.*

SIR: In compliance with your order of this date, I have made reconnoissance of Sewell's Point and up Elizabeth River as far as Bush's Bluff.

I find off Sewell's Point three wrecks, two of which show above water, and one with jib boom just awash, on which I placed a buoy and sounded over.

On passing close alongshore on Bush's Bluff I saw four guns mounted on what appeared to be ship's carriages and painted red; also a few men who appeared to be hiding.

On the bank to west of Craney Island there is an encampment of about a dozen tents and three small wooden houses. Troops are drawn up on the bank, and to the east of the encampment there appeared to be about three hundred men, in shirt sleeves and otherwise, throwing up an embankment. Near them were guns dismounted. Above Lam-

bert's Point I could see the masts of four vessels sunk in the channel. Saw a steamer going up with a rebel flag.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant, Commanding.*

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

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U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., April 30, 1861.*

*To all whom it may concern :*

I hereby call attention to the proclamation of his Excellency Abraham Lincoln, President of the United States, under date of April 27, 1861, for an efficient blockade of the ports of Virginia and North Carolina, and warn all persons interested that I have a sufficient naval force here for the purpose of carrying out that proclamation. All vessels passing the capes of Virginia coming from a distance and ignorant of the proclamation will be warned off, and those passing Fortress Monroe will be required to anchor under the guns of the fort and subject themselves to an examination.

G. J. PENDERGRAST,  
*Commanding Home Squadron.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the seizure of schooner Sarah and Mary, of Plymouth, N. C.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 1, 1861.*

SIR: I have the honor to inform the Department that I to-day seized the schooner *Sarah and Mary*, of Plymouth, N. C., from Alexandria, Va., bound to Norfolk, with 75 tons of coal on board, for the use of the Government of the United States, for which I have given receipt.

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

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

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

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*Letter from the Postmaster-General to the Secretary of the Navy, regarding the transportation of mails and passengers between Baltimore and Norfolk.*

WASHINGTON, May 1, 1861.

SIR: I wish an order to Commodore Pendergrast to suffer the Baltimore and Norfolk steamers with mails and passengers to pass.

The company shall pledge itself not to allow any military movement and no supplies or articles contraband to be covered by this permit, and the vessels shall continue to be overhauled at Old Point and forfeited if this permit is abused.

Respectfully,

M. BLAIR,  
*Postmaster-General.*

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



*Order of the Secretary of the Navy to Commander Goldsborough, U. S. Navy, commanding U. S. S. Union, regarding the duties of that vessel.*

Confidential.]

NAVY DEPARTMENT, *May 2, 1861.*

SIR: You will prepare to proceed with the *Union* and cruise off the capes of Delaware for the protection of commerce in that quarter.

You will capture any privateers or illegal vessels, detain and examine those that are suspicious or which have armed men, munitions, or articles contraband of war, destined to the insurrectionary States, and report to the Department as often as convenient.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commander J. R. GOLDSBOROUGH,  
*U. S. S. Union.*

*Letter from Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to W. H. Aspinwall, esq., giving account of reconnoissance by that vessel.*

U. S. S. MONTICELLO,  
*Hampton Roads, May 2, 1861.*

SIR: Since I bade you good bye at New York I have been actively employed boarding many vessels, as well as having conveyed the bearer of dispatches to Annapolis. I find the *Monticello* in almost every way adapted for the duty she is upon. On April 30 I made a reconnoissance of the rebel works on the Elizabeth River at Bush's Point. They have four guns on ship's carriages, and at Craney Island I saw a number of soldiers in tents and upward of 500 men busy throwing up earth-works. When I approached, the soldiers formed near fieldpieces. I made a careful reconnoissance and remained upward of thirty minutes near the batteries, but they did not offer to fire. I have written this much, thinking it might be of interest to you after the trouble you took to fit out this vessel, and in addition, I have a request to make. I was sent away from the navy yard with fifty condemned carbines. Do I ask too much in requesting that you will send me an arm that I can depend on? I would like fifty Sharps rifles, with plenty of ammunition; also a dozen revolvers. If you can send them by the first steamer sailing for Hampton Roads, to the care of Lieutenant [Charles O.] Churchill, U. S. Army, at Fort Monroe, I would feel much obliged.

I write in great haste, and am, with much respect, your obedient servant,

D. L. BRAINE,  
*Lieutenant, Commanding U. S. S. Monticello.*

Mr. W. H. ASPINWALL.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, stating the need of additional officers and small steamers for his command.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 2, 1861.*

SIR: I have the honor to inform the Department that I have this day ordered the steamer *Baltimore* to Washington with dispatches, and for

the purpose of receiving any dispatches the Department has to send. The *Baltimore* is short of coal, and I have directed Lieutenant Commanding West to take in a full supply before leaving Washington, and return to this place forthwith. Any officers the Department has to send a very good opportunity presents itself and I hope will be availed of, as I am very much in need of them. I beg leave also to inform the Department that the waters and inlets around here are very extensive and require a great many small vessels to guard them properly. I therefore hope that additional steamers will be sent and provision for coal made without delay.

I have the honor to be, sir, very respectfully, your obedient servant,  
 G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to prevent erection of batteries near Fortress Monroe.*

Confidential.]

NAVY DEPARTMENT, *May 2, 1861.*

SIR: It has been reported to this Department on what seems reliable authority that the insurrectionists are erecting batteries near Fortress Monroe. Your particular attention is called to that subject, and you will not fail if in your power of preventing these hostile demonstrations.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Ship Cumberland.*

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*Instructions of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding duties of that vessel.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, May 2, 1861.*

SIR: You will proceed in the U. S. S. *Monticello* to where the *Baltimore* is at present and relieve her for the day and order her to the flagship.

You will intercept all vessels passing either way and those who are armed, or of a suspicious character, or who have men on board, you will bring to and anchor them near the flagship.

You will also look out for the steam tug *Yankee*, reconnoitering near the mouth of Hampton Creek, and if necessary come to her relief.

Be economical with your coal, and, when not steaming, keep your fires banked. You will return and anchor near the flagship this evening at dark.

Very respectfully,

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

Lieutenant Commanding D. L. BRAINE,  
*Commanding U. S. S. Monticello.*

*Instructions of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to commanding officer of the U. S. S. Quaker City, in regard to the blockade.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, May 2, 1861.*

SIR: You will proceed in the steamer *Quaker City*, after you have landed your stores at the fortress, as far as Cape Henry and board all the vessels near the capes, and particularly any who look suspicious, endorse their register, and warn them off.

Those vessels which may be within the capes, you will bring or send here to be anchored under the guns of the fort.

All vessels to or from Maryland will be allowed to proceed.

You will remain there until to-morrow morning, and on your return anchor near the flagship.

Be economical with your coal and when not steaming keep your fires banked.

Very respectfully,

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

ACTING MASTER OF QUAKER CITY.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant West, U. S. Navy, commanding steamer Baltimore, to proceed to Washington, D. C.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 2, 1861.*

SIR: You will proceed in the steamer *Baltimore* to Washington with dispatches and on your arrival there report to the honorable Secretary of the Navy. Fill up with coal and await the orders of the Department.

After receiving such dispatches as he may confide to you, return forthwith to this place, where your services are much needed.

Very respectfully,

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

Lieutenant Commanding WEST,  
*Commanding Steamer Baltimore.*

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding Baltimore and Norfolk steamboats.*

Confidential.]

NAVY DEPARTMENT, *May 2, 1861.*

SIR: You will permit the Baltimore and Norfolk line of steamboats, carrying the mails and passengers exclusively, to pass until further orders. The boats will stop on each trip at Old Point and are to contain no troops, provisions, or articles contraband. In case they do you will seize them.

Very respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Ship Cumberland.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to James Barron Hope, esq., regarding the safety of women and children of Hampton, Va.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 2, 1861.

SIR: I have the honor to acknowledge the receipt of your letter\* of the 1st instant relative to the chartering of a steamboat for the purpose of taking the women and children from Hampton to Norfolk and I regret that I do not feel myself at liberty so to do. I would respectfully remind you that the women and children of Hampton are not now, nor will they be, in any danger, unless that danger is brought upon them by the acts of the authorities of the State of Virginia, in which case the burden of the responsibility of whatever may fall on the helpless inhabitants of Hampton will rest on them.

Very respectfully,

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

JAMES BARRON HOPE, Esq.,  
Hampton, Va.

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*Order of commandant navy yard, New York, to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, to proceed with that vessel to Annapolis on transport and convoy duty.*

COMMANDANT'S OFFICE, NAVY YARD,  
New York, May 2, 1861.

SIR: You will, having received the repairs necessary, with your provisions and stores, proceed with the *Niagara* † under your command to Annapolis, taking under your convoy such transports as are prepared to avail themselves of it. You will also receive on board such troops and stores as you may be requested to take by the committee of defense or Major-General Wool, commanding this district, and land them either at Fortress Monroe or Annapolis as required. Small enemy's steamers, armed, are said to be either off the capes of Virginia or within them. Should you meet such (and for such it will be well to keep a good lookout) you will of course seize them. The chartered armed screw steamers *Quaker City* and *Yankee* are in Chesapeake Bay. On your arrival at Annapolis report to the Department, sending it a copy of this order.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
Commandant.

Captain W. W. MCKEAN,  
Commanding U. S. S. *Niagara*.

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*Order of the Secretary of the Navy to commandant navy yard, New York, regarding vessels for increase of naval force.*

NAVY DEPARTMENT, May 2, 1861.

SIR: Your letters of the 25th have been received. You will report the vessels as fast as purchased and equipped. We shall detail com-

\* Not found.

† Destination of *Niagara* changed; see p. 155.

manders and other officers if possible. The great defection of officers and sudden demand for so large a number of vessels puts us to some inconvenience, but we must spare no effort to meet the emergency.

When the vessels are ready, or nearly so, report to the Department the names, capacity, and other necessary details. At present the Department is not prepared to advise the purchase of the *Baltic* or *Vanderbilt*. The complement originally ordered is full, or nearly so, and these steamers are of a larger and more expensive description than the service is supposed to require.

The *Niagara* will receive instructions to leave New York as soon as she can be got ready and the Department is confident there will be as little delay [as] practicable in that vessel. It is hoped Commander Ward [will] organize and put in service his flying squadron as proposed by himself and recommended by you.

Very respectfully,

GIDEON WELLES.

Captain SAMUEL L. BREESE,  
*Commandant Navy Yard, New York.*

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*Order of the Secretary of the Navy to Superintendent Naval Academy, Annapolis, to send the Constitution to Newport, R. I.*

NAVY DEPARTMENT, *May 2, 1861.*

SIR: The Department has received your letter of the 29th ultimo. You will be pleased to give orders to the *Constitution*, at New York, to proceed with the acting midshipmen to Newport, R. I.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain GEORGE S. BLAKE,  
*Superintendent Naval Academy, Annapolis, Md.*

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*Letter from S. C. Hills, esq., to the Secretary of the Navy, suggesting means for an efficient blockade of Southern ports.*

NEW YORK, *May 2, 1861.*

HONORED SIR: In such times as these it may be that a hint from one who has not the weight of cares on him that you must have may be of use, and I beg leave to offer a plan for the efficient blockade of the seceding States. I think it could be done efficiently with thirty vessels, viz:

Three at the mouth of the Chesapeake; 3 between Beaufort and Wilmington; 3 off Charleston; 3 off Savannah; 1 off St. Augustine; 1 off St. Marks; 2 off Pensacola; 2 off Mobile; 3 at the mouths of the Mississippi; 2 off Galveston; 2 off Matamoras; 5 for relief.

Let Newport, R. I., be the headquarters of the blockading fleet, because it is the best place to recruit in health on our coast.

It would be a pleasant resort for our naval officers and the best place for the men to have liberty, avoiding the risk attendant upon having liberty in such places as New York and Boston.

Key West should be continued as a coal and provision depot.

Let the twenty-five blockading ships proceed at once to their stations, then let one of the five reserves leave Newport in a fortnight, with a mail for the blockading squadron and Key West; this vessel to

communicate with each ship, and when it arrives at Matamoras let it take the place of one of the vessels blockading that port. Let the relieved ship go to Galveston and relieve one at that port; the relieved one at Galveston will relieve one at New Orleans; this one, one of those at Mobile, and so on until one shall be relieved at Norfolk. This will then go to Newport and stay until it shall be her turn to go out as the first and do as the first did. The second reserved ship should leave a week after the first; the third, a week after the second, and so on; so that there would be communication after the first fortnight—every week with the squadron.

This continual change of station would make an efficient blockade, be pleasant for both officers and men, and keep the ships' crews healthy. It would keep the Government and others in constant communication with the entire fleet.

The outward and homeward bound vessels would be serviceable in arresting straggling vessels hovering near the coast, waiting an opportunity to slip in, and each vessel would be about six months at sea, which is quite long enough.

The blockade might perhaps be commenced with two vessels at the ports where I have placed three, but three will eventually be necessary, if the war lasts over six months.

We must calculate upon desperate efforts being made at such places, not only to evade, but to destroy the blockading vessels.

Trusting that the blockade, whether any of my suggestions are acted upon or not, may be efficient and effectual, I am, respectfully, your obedient servant,

S. C. HILLS.

HON. GIDEON WELLES,  
*Secretary Navy.*

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*Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, of the arrival of that vessel off Annapolis, in obedience to orders.*

U. S. RECEIVING SHIP ALLEGHANY,  
*Off Annapolis, May 3, 1861.*

SIR: I herewith report the arrival of the *Alleghany* off Annapolis in obedience to your order of the 26th ultimo. The recruits I dispatched yesterday from Baltimore in the light-house schooner *Delaware* returned this morning to the *Alleghany*, Captain Blake informing Lieutenant Bier, the officer in charge, that he had no quarters for them.

I am, very respectfully, your obedient servant,

DANIEL B. RIDGELY,  
*Commander, U. S. Navy.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

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*Report of Superintendent Naval Academy of the arrival of U. S. ship Alleghany at Annapolis.*

NAVAL ACADEMY,  
*Annapolis, Md., May 3, 1861.*

SIR: I have the honor to state that Commander D. B. Ridgely has this morning reported to me in command of the receiving ship *Alle-*

*ghany*. She has seventy-five recruits on board, which he informs me are good men, and I have directed him to take on board two 32-pounders mounted upon pivot carriages, which still remain in our battery, and to anchor his vessel in such a position as to command the channel and to cooperate most effectually with the land forces in the defense of the port. The battery of the *Alleghany*, consisting of eight 8-inch guns, is at the navy yard in Washington, as Commander Ridgely informs me, and I respectfully suggest that it be sent to her with a supply of ammunition by railroad or the *Anacostia*.

The *Alleghany*, with this armament and her present complement of men, would be a most efficient floating battery and add very much to the security of this very important post. I will add that the military commandant of the post fully concurs with me in these views.

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

G. S. BLAKE,  
*Superintendent.*

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

[Endorsement.]

Having consulted Flag-Officer Paulding, I am of opinion that the suggestion of Captain Blake should be acted upon, and respectfully advise the order to that effect to be issued by the Department at once.

Very respectfully submitted by

AND'W A. HARWOOD,  
*Chief of Bureau of Ordnance pro tem.*

*General orders of Flag-Officer Pendergrast, U. S. Navy, regarding the blockade.*

GENERAL ORDERS, } FLAGSHIP CUMBERLAND,  
No. 10. } *May 3, 1861.*

Special orders for the stations and duties of the vessels composing the blockading squadron will be given by the flag-officer:

*General instructions.*

They will intercept all vessels and those with munitions of war or armed men will be captured.

Vessels from seaward will be warned off and their registers endorsed.

Those vessels bound to ports in Maryland will be permitted to pass with their registers endorsed.

All doubtful or suspicious vessels will be ordered to anchor under the guns of the fortress.

You will seize all vessels loaded with coal or cotton and anchor them under the guns of the fortress.

Fishermen and oystermen will be allowed to proceed.

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

*Instructions of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding neutral vessels.*

NAVY DEPARTMENT, *May 3, 1861.*

SIR: Application has been made by some of the foreign ministers in behalf of their countrymen having vessels outward bound that instruc-

tions should be given the blockading squadron not to obstruct their exit. In case of blockade a reasonable time is allowed for neutral vessels to depart, usually not less than fifteen days after the blockade is set. Of this fact notice is usually given. You will not, therefore, detain any outward-bound neutral vessel, with or without cargo, until at least fifteen days' notice has been given.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Ship Cumberland.*

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding disposition of schooner George M. Smith.*

NAVY DEPARTMENT, *May 3, 1861.*

SIR: The Department has received your dispatches numbered 48, 49, 50, 51, and 52. In regard to the schooner *George M. Smith*, taken with articles contraband on board, you will, if you have not already done so, take a careful inventory of everything that was on board at the time of her capture, those taken for use as well as those that were not, and send her to New York to be delivered to the U. S. marshal of that district.

With the force now in Hampton Roads the blockade can probably be rigidly enforced. A considerable addition will, however, be made to it shortly and an additional number of lieutenants will be ordered.

The Department is gratified with your report of the condition of things and the reconnoissances made and to be made. I wrote to you yesterday on that subject in consequence of reports received both at this and the War Departments of hostile demonstrations, the erection of batteries, etc.

You will continue to be vigilant, preventing, so far as in your power, hostile demonstrations.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Hampton Roads, Va.*

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding exclusion of fuel from blockaded ports.*

NAVY DEPARTMENT, *May 3, 1861.*

SIR: The seizure of coal that may be passing into the possession of the insurrectionists is essentially important.

In these days, when steam is an element of war as well as navigation, it should be an especial object to exclude fuel from their ports.

An assistant surgeon will soon reach you.

Very respectfully,

GIDEON WELLES.

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Ship Cumberland.*



*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding transportation of mails and passengers.*

NAVY DEPARTMENT, May 3, 1861.

SIR: The Postmaster-General is desirous that the mail communication should be continued between Baltimore and Norfolk, and suggests that the Baltimore boats should be permitted to go as far as Fortress Monroe and there land mails and passengers under the supervision of the commandant. It is suggested that a small boat might be permitted to come down from Norfolk and meet and exchange mails and passengers with the Baltimore boat; neither boat to receive from the other anything but the mails and passengers. Whether such an arrangement can be made without detriment to the blockade and the public interest is somewhat doubtful, but should you, with all the facts before you, be of the opinion that it may be safely done, the Department will not object to an arrangement until otherwise ordered. It will be attended with some convenience to the squadron and the garrison, and also to persons fleeing from danger. The subject is committed to your judgment and supervision. Should the boats carry troops, munitions, or articles contraband of war you will seize them.

I am, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Ship Cumberland.*

*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Keystone State, transmitting request from General Scott, U. S. Army.*

NAVY DEPARTMENT, May 3, 1861.

SIR: You will proceed with the steamer *Keystone State* early to-morrow morning to New York and after receiving from the navy yard there the provisions for Washington return with all practicable dispatch to the latter port.

Enclosed herewith is a copy of a letter addressed to this Department yesterday by Lieutenant-General Scott. You will be pleased to carry out his wishes as therein expressed with regard to the transportation of certain ordnance stores, etc. During the day you will drop down to the arsenal with the *Keystone State* to receive the gun carriages, etc., to be sent to Fort Washington and Fort Monroe.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD, U. S. Navy,  
*Commanding U. S. S. Keystone State, Navy Yard, Washington.*

[Enclosure.]

HEADQUARTERS OF THE ARMY,  
*Washington, May 2, 1861.*

SIR: I have the honor to request that the steamer you propose to send to-morrow morning will take on board from the Washington Arsenal some ordnance stores and twenty-six gun-carriages, the former to be left at Fort Washington and the latter at Fort Monroe. While at Fort Monroe I desire the steamer to receive on board six 8-inch Columbiads and 1,200 shot and shells, and then proceed to New York

for army supplies to be brought (with the guns and projectiles received at Fort Monroe) to this city, should you not fill up the vessel with your own stores.

Colonel D. D. Tompkins, assistant quartermaster-general, whose office is at No. 6 State street, New York, will be instructed to forward such articles as are wanted for our use.

I have the honor to be, very respectfully, your most obedient,  
WINFIELD SCOTT.

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

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*Order of Commandant navy yard, New York, to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, to transport troops to Annapolis.*

NAVY YARD, May 3, 1861.

SIR: I am requested by the committee of defense to furnish transport for some few hundred men on board the *Niagara*\* to Annapolis. Should they be sent down to the ship to-day it may be in time to improve the tide; if not the ship must remain over to-morrow. It is desirable also that you take on board some 30 or 40, perhaps more, barrels of provisions and stores. Be pleased to do so and in every way possible facilitate the expedition. Furnish and prepare provisions from the ship for the troops, if required. I furnish you with a copy of a circular from the Navy Department for your government.

Do not detain the tug longer than is absolutely necessary alongside.

Very respectfully, etc.,

SAML. L. BREESE,  
*Commandant.*

[Captain MCKEAN,  
*Commanding Niagara.*]

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*Order from commandant navy yard, New York, to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, regarding departure of that vessel for Annapolis.*

NAVY YARD, BROOKLYN, May 3, 1861—11 a. m.

SIR: I am informed by the general commanding that the troops that have been expected daily from Rhode Island have not arrived, and should they come to-morrow morning they will be put on board the steamer *Columbia* and be ready to go with you at 12 or 1 to-morrow. If you hear nothing from them sail to-morrow at the hour you deem proper with respect to the tide. Take on board the troops, stores, etc., that will be sent you perhaps this afternoon, or if not by 10 or 11 in the morning.

Very respectfully, etc.,

SAML. L. BREESE,  
*Commandant.*

Captain MCKEAN,  
*Commanding Niagara.*

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\* Destination of *Niagara* changed; see p. 155.

*Order of commandant navy yard New York, to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, regarding change of destination of that vessel and enclosing instructions from the Secretary of the Navy.*

COMMANDANT'S OFFICE, *May 3, 1861.*

SIR: I forward you a communication from the Navy Department, accompanying a proclamation of the President of the United States.

Your destination being thus changed, I have sent to inform the committee that the troops and stores designed to go to Annapolis in the *Niagara* must be retained by them. The candles you require are sent you by this conveyance. You will sail to-morrow for your last destination.

Wishing you a pleasant and prosperous cruise, I am, very respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

Captain [W. W.] MCKEAN,  
*Commanding Niagara.*

[Enclosure.]

NAVY DEPARTMENT, *May 2, 1861.*

SIR: You will receive herewith a copy of the proclamation\* of the President of the United States, ordering a blockade of the ports of South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, and Texas. By a subsequent proclamation the blockade has been still further extended so as to include Virginia and North Carolina.

Flag-Officer S. H. Stringham has been appointed to command the squadron which is to blockade the ports east of Key West and will soon be in Hampton Roads with his flagship, the *Minnesota*, where he will issue instructions to the force to be placed under his command. In the meantime it is desirable that the port of Charleston, S. C., should be immediately blockaded. As soon, therefore, as the *Niagara*, under your command, shall be in all respects ready and supplied with coal and provisions, you will proceed with her to Charleston,† and lie off the harbor for the purpose of carrying the blockade into effect, as directed by the proclamation.

More minute instructions will be communicated to you by Flag-Officer Stringham when he reaches his station, but until receiving them you will seize and capture all privateers or armed vessels acting under authority or pretended authority of the insurrectionary States, all vessels with arms, munitions, or articles contraband of war. Vessels with provisions or coal you will order off, and if they persist in proceeding or attempting to proceed to the blockaded port after notice, you will capture them and send them to Philadelphia or New York. Neutral vessels will be allowed the usual time to leave port.

I am, respectfully, etc.,

GIDEON WELLES.

Captain W. W. MCKEAN,  
*Commanding U. S. S. Niagara, New York.*

\* See p. 156.

† Destination changed to the Gulf; see p. 155.

*Report of Captain McKean, U. S. Navy, commanding U. S. S. Niagara, requesting a full complement of officers and men for that vessel.*

U. S. S. NIAGARA,  
Quarantine Ground, New York, May 4, 1861.

SIR: I have the honor to acknowledge the receipt last evening of your order of 2d instant.

A supply of coal and provision has been received on board and I shall sail at noon to-day.

I respectfully request that a condenser may be made and sent to this ship. It is essential and can be fitted by the engineers on board.

I have also to request that a full complement of officers and men may be allowed me. The ship is now short of her complement 2 lieutenants, 1 chief engineer, 1 first assistant engineer, 1 surgeon, 1 passed assistant surgeon, 2 midshipmen, 49 seamen, 54 ordinary seamen, 54 landsmen and boys, 7 marines, and 4 coal heavers.

A chief engineer can be dispensed with, as Mr. Macomb, first assistant, is fully competent to perform the duties of chief, and it would be gratifying to me should he be left in charge. Midshipmen J. D. Marvin and James O'Kane are fully qualified to discharge the duties of lieutenants. Should commissioned lieutenants not be ordered I beg that I may be authorized to give them acting appointments.

Of the crew, four only (marines) refused to take the oath to stand by the flag and support the Constitution of the United States against all enemies or opposers. They were transferred to the barracks.

I am, very respectfully, your obedient servant,  
WM. W. MCKEAN,  
Captain.

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

*Communication from commandant navy yard, New York, to Captain McKean, U. S. Navy, commanding U. S. S. Niagara, with enclosure.*

NAVY YARD, NEW YORK, May 4, 1861.

SIR: I enclose for your information a copy of a communication from the State Department.

The *Peerless* is from Lake Ontario, an iron boat of about 400 tons.

Very respectfully, your obedient servant,  
SAML. L. BREESE,  
Commandant.

Captain W. W. MCKEAN,  
Commanding U. S. S. Niagara, at Quarantine, New York.

[Enclosure.]

DEPARTMENT OF STATE,  
Washington, May 1, 1861.

If you have reliable information that the *Peerless* has been sold or contracted for and has been delivered, or is to be delivered, to the insurgents to be used against the United States, seize and bring her into port and detain her there under whatever flag or papers she may bear and refer the parties to this Government.

WILLIAM H. SEWARD.

COMMANDERS OF NAVAL OR OTHER FORCES  
OF THE UNITED STATES.

*Instructions of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding future duties.*

Confidential.]

NAVY DEPARTMENT, May 4, 1861.

SIR: It is expected that Flag-Officer Stringham, to whom has been assigned the command of the coast blockade, will arrive early next week in Hampton Roads with the *Minnesota* and immediately enter upon the duty of instituting an actual blockade of the principal ports of the insurrectionary States. As the force placed at his disposal is as yet insufficient, it is desirable that you should remain a period longer with the *Cumberland* before taking her to New York, where it may be necessary to have her docked, as she grounded in coming down from Norfolk. Recent events have to some extent caused a derangement of plans projected, but it is the purpose of the Department to give you a steamer, in compliance with your request, in order to protect our commerce and guard American interests in the lower gulf, particularly at Vera Cruz, Aspinwall, and on the line of the California steamers.

In the meantime you will remain in command of the *Cumberland*, and afford Flag-Officer Stringham such assistance as he may require in enforcing a rigid blockade.

I am, respectfully, your obedient servant,

[GIDEON WELLES.]

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Hampton Roads, Va.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, to proceed to Cape Henry.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, May 4, 1861.*

SIR: You will proceed to Cape Henry in the steamer *Star* [*Monticello*] and relieve the *Quaker City*. You will be governed in your movements by general instructions contained in general order No. 10. You will take up a safe position near the Horseshoe or Cape Henry for the night and return to the flagship to-morrow morning by 10 o'clock.

Very respectfully,

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

Captain EAGLE,  
*Commanding Star [Monticello].*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Acting Master Mather, commanding U. S. S. Quaker City, to proceed to mouth of James River on blockade duty.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 4, 1861.*

SIR: You will proceed in the *Quaker City* and anchor in the channel between Norfolk and Hampton opposite the mouth of the James River.

You will be governed in your movements by general instructions contained in general order No. 10.\*

I enclose you a letter† from Captain Eagle to me for your information (to be returned).

Very respectfully,

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

-Acting Master MATHER,  
*Quaker City.*

N. B.—Be vigilant and guard against surprise. You will return to the flagship as soon as relieved.

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

NAVY DEPARTMENT, *May 4, 1861.*

SIR: The Secretary of State has submitted to me two letters received by him from Messrs. Barril Bros., agents for the consignment of Peruvian Government guano in the United States, and Mr. Barreda, confidential agent of Peru, both at New York, who represent that the vessels employed on account of the Government of Peru to bring guano to this country are required to call at Hampton Roads for the purpose of receiving orders as to their port of discharge.

In the present condition of affairs the consignees desire that the vessels may discharge their cargoes at New York, and, as mail communication has been interrupted, have asked that orders to that effect may be communicated by the commanding officer of the blockading force in the Chesapeake.

You will be pleased, therefore, to give such directions to the force under your command as will accomplish the wishes of Mr. Barreda and Messrs. Barril Bros. concerning the vessels arriving in Hampton Roads with guano from the Peruvian Government.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home Squadron, Hampton Roads, Va.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, commanding Fort Monroe, Va., regarding seizure of six schooners.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 4, 1861.*

SIR: I have the honor to inform you that I have seized one schooner with cotton and three with coal, which I have ordered to be anchored near the ordnance wharf; also two schooners with wood. One has been anchored near the ordnance wharf and the other at the common wharf, and I believe is now unloading.

I wish 6 bales of cotton retained for the use of the squadron.

\* See p. 363.

† Not found.

As soon as the weather is favorable I will order the *Yankee* and first cutter of this ship to accompany Colonel De Russy to reconnoiter from here to Back River light.

Very respectfully,

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

Colonel DIMICK,  
*Commanding Fortress Monroe, Va.*

*Letter from the Secretary of the Navy to the commandant of the navy yard, New York.*

NAVY DEPARTMENT, *May 4, 1861.*

SIR: If the *Niagara* has sailed please state what is her destination.

GIDEON WELLES,  
*Secretary Navy.*

Captain SAMUEL L. BREESE,  
*Navy Yard, New York.*

*Report of commandant navy yard, New York, regarding movements of U. S. S. Niagara.*

NAVY YARD, NEW YORK, *May 7, 1861.*

SIR: I have to report, although I have received no official information of the fact, that the steamer *Niagara*, Captain McKean, went to sea on Sunday afternoon, the 5th instant, pursuant to the last orders received from the Department.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

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

[P. S.]—Chief Engineer [R. H.] Long, Surgeon [T. M.] Potter, and First Assistant Engineer [William] Roberts have reported for the *Niagara* since she sailed and are here awaiting further orders.

S. I. B.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to J. P. Beal, esq., regarding seized vessels.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, May 5, 1861.*

SIR: In answer to your communication\* of this date I have to say that all foreign vessels have been permitted to depart since the blockade has been established, and will be for a reasonable time. The vessels you speak of are American vessels and have been seized for the Government

\* Not found.

of the United States. All articles taken from them have been receipted for, and I presume will be paid for by the Government of the United States.

Very respectfully,

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

J. P. BEAL, Esq.,  
*Petersburg, Va.*

*Report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, acknowledging receipt of orders for duty in protecting commerce.*

U. S. S. HARRIET LANE,  
*Off Annapolis, May 5, 1861.*

SIR: I have the honor to acknowledge the receipt of your order\* dated April 27. It reached me at New York on the 1st instant.

I shall proceed at once off the Patapsco with my command and enter on the duties specified in your instructions.

By request of General Wool I convoyed the steamer *Star of the South* with troops for Washington and turned her over to Commander Gillis, of the steamer *Pocahontas*, at the mouth of the Potomac River.

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

JOHN FAUNCE,  
*Captain.*

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

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, commanding Fort Monroe, Va., regarding the steam tug Young America.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 5, 1861.*

SIR: Your communication† of this date has been received. I beg to say that I have this moment placed the steam tug *Young America* at your disposal for the purpose of landing troops and stores.

Very respectfully,

G. J. PENDERGRAST,  
*Commanding Home Squadron.*

Colonel DIMICK,  
*Commanding Fortress Monroe.*

*Report of Commander Glisson, U. S. Navy, commanding Philadelphia Ice Boat, of intended departure for duty off the Patapsco River.*

PHILADELPHIA CITY ICE BOAT,  
*Annapolis, May 5, 1861.*

SIR: I have received your two notes and shall leave immediately to cruise off the Patapsco, and you may rest assured that I shall do all in my power to take everything of a suspicious character. Since I

\* See p. 342.

† Not found.



wrote to you Dr. King has been detached and ordered to the *Cumberland* and has left this morning.

I obtained some lumber here and am now putting up two staterooms, which will make us more comfortable.

The cabin has only four staterooms and they are for the use of the officers of the boat.

I enclose herewith a muster roll of the officers and crew of the Philadelphia *Ice Boat*, with their rates and pay.

I do not know by what authority this crew was shipped and rated. In addition to this crew I have 30 men, 1 pilot, and 1 carpenter from the Philadelphia navy yard, 1 lieutenant, and 1 gunner; I also have H. Y. Glisson as my clerk, and Robert O. Wright, acting master's mate, neither of which are to receive pay unless approved by yourself and the honorable Secretary of the Navy. They have been of great service to me, each of them keeping a watch in addition to their other duties. You will see by this report that we have a large crew, and I may add a very efficient one. They are well drilled and I think will make a good fight if we are so fortunate as to fall in with an enemy.

I hope that we will be entitled to sea service for this duty. We are all well. I shall not give up the command of this vessel unless I get another command. I have no idea of remaining idle during our difficulties.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
Commander, U. S. Navy.

Captain SAMUEL F. DU PONT,  
Commanding Navy Yard, Philadelphia.

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*Letter from commandant navy yard, New York, to Commodore Paulding, U. S. Navy, regarding the equipment and officering of vessels.*

Semi-official.]

NAVY YARD, May 5, 1861.

DEAR COMMODORE: As I wrote you at considerable length yesterday, I write now to mention what I then neglected to do, viz, that in order that the *Perry* should be ready at a moment's notice to perform any duty that might be required of her I had ordered temporarily to her command Commander Meade, who is now on board her. The only order I have received in relation to her was one from the bureau, ordering her to be got ready for service, issued after the brig had left here for the Chesapeake with convoy. I had, fortunately, believing she might be among the first vessels required by the exigency of the times, prepared her completely for sea some weeks before. I will now transfer her crew with their accounts regularly from the receiving ship. May I know whether Commander Meade will be retained by [the] Department as her commander or if some other is intended. She is ready at an hour's notice to proceed when she may be directed. The *Constitution* is still lying at the yard or near it, occupying room that we much want and waiting for an order to go to Newport. When the officers report for the *Wabash*, and I am directed to do so, she can at once be sent into the stream. As we have several steamers here altering, besides the *Wabash*, *Roanoke*, *Potomac*, and *Savannah*, you will readily see that we are much straitened for room. I would again advise the sending of the *Keystone State* here with the entire amount of our requisitions on the Ordnance Bureau. We are called upon for these things by other yards and still must have on hand sufficient for the four ves-

sels fitting out, besides the ten steamers. Why is it not well to give acting appointments to those lieutenants who some years since resigned? I mean such as Joseph [P.] Sanford, whom I know well, Caldwell, Barnes, Watmough, Mygatt, and others, all good officers and proper men and who volunteer for it. The latter, Mygatt, I have, at the request of Commander Ward, given an appointment of acting master for temporary duty in Ward's flotilla, which I am directed by the Department to have prepared as soon as is possible, and to which end I have purchased two fast, new tugs, quite small, of 6 feet draft, to carry a 24-pounder howitzer and probably fifteen or sixteen men; the larger vessel I am in negotiation for, and will probably charter her at \$6,000 per month, or, which may be better, purchase her for \$35,000. I think they may all be ready in eight or ten days. In reply to an enquiry from Captain Du Pont, I have told him that we would supply him with the sixteen guns, 32's and 10-inch, which he says are required at that yard. I presume the bureau expects me to furnish him if required. The *Niagara* was prevented by the weather and tide from going to sea yesterday, but goes to-day at 1 p. m., bound off Charleston. The order for Purser Semple to report for duty in her I have not been able to get to him, not knowing his whereabouts. I received yesterday a copy of an oath by mail, but no direction to administer it to any one, nor am I aware that it has been done anywhere, except by Captain McKean. I presume the loyalty of Southern officers, as a general thing, will hang loosely on them under some circumstances. It appears that only the active officers and such as we would wish to have in the service are called for by the insurgent authorities or who do leave. The others on the retired list, who know they will not be called on in this crisis to bear arms, for the reason that they would probably be no more loyal than their fellow-Southerners, and the other reasons that operated with the board to retire them, should not, I think, be continued as pensioners of the United States. Is not the Government rather too liberal to these people? But all honor to those of the South who rally around the flag and the Constitution they have sworn to support. I would repeat my desire to know from the Department if it meets their views that I promise and, when necessary, make acting appointments for engineers, mates, etc., to officer the chartered steamers. To get these even will always require a day or two or more. I enlarged on this and kindred matters in my letter of yesterday.

Very truly, yours,

SAMUEL L. BREESE.

Commodore H. PAULDING, U. S. Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, transmitting report of Lieutenant Selfridge, U. S. Navy, regarding reconnoissances made by him in the steamer Yankee on April 29, May 1 and 5.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 6, 1861.

SIR: I have the honor to enclose to the Department the report of Lieutenant Thomas O. Selfridge of several reconnoissances made by him. I have the honor to be, sir, very respectfully, your obedient servant,

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

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

[Enclosure.]

U. S. SHIP CUMBERLAND,  
*Hampton Roads, May 6, 1861.*

SIR: In pursuance of your order I beg leave to submit the following reports of separate reconnoissances of the neighboring shores in the steamer *Yankee* on April 29, May 1 and 5:

On April 29, as directed by you, I carefully surveyed the shore from Sewell's Point to Cape Henry and was convinced that no batteries or obstructions against landing had been erected. Five miles inside of Cape Henry I discovered a party of cavalry that, from their movements, I should judge was a patrol kept to observe proceedings in the bay and Roads. From Willoughby's Spit to Cape Henry the water is sufficiently bold to allow vessels of 7 feet draft to approach within 200 yards of the shore. Above this, toward Sewell's Point, on account of a flat which makes off some distance, landing would not be so easy. The coast along I found cut up with numerous creeks, which penetrate into the interior.

On May 1, I examined the shores from Fortress Monroe to the mouth of James River and could discover nothing of a hostile nature. The shore of the creek that separates Old Point Comfort from the mainland was examined in a boat, but the density of the woods that skirt the bank of this creek does not admit of a naval reconnoissance, but should be made the subject of military attention, as batteries could be placed in these woods without the knowledge of the garrison.

On May 5, I proceeded in the *Yankee* with Colonel De Russy, of the engineers, for an examination of the shore from Fortress Monroe to Back River light house, a distance of 5½ miles. We could perceive no attempts at military demonstrations. The ground a mile from the fortress is hilly, and in the possession of an enemy might seriously menace the fort and anchorage.

I remain, sir, very respectfully, your obedient servant,  
 THOS. O. SELFRIDGE,  
*Lieutenant, U. S. Navy.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding U. S. Home Squadron.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, transmitting report of Lieutenant Selfridge, U. S. Navy, of a reconnoissance in York River, Va.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 6, 1861.*

SIR: I have the honor to enclose to the Department the report of Lieutenant Thomas O. Selfridge, and request that two small steamers of light draft and well armed be sent here without delay, to prevent the erection of batteries in York River.

I have the honor to be, sir, very respectfully, your obedient servant,  
 G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

[Enclosure.]

U. S. SHIP CUMBERLAND,  
Hampton Roads, May 6, 1861.

SIR: In obedience to your order I have the honor to report the following as a result of a reconnoissance of both banks of York River for 20 miles. From its mouth to Gloucester Point no preparations had been made to obstruct the river. At Gloucester Point there is in the course of erection a breastwork, or water battery, which, when completed, will effectually command the approach of the river. These preparations thus far consist only in a heavy rampart and the collection of a large amount of turf. In its present condition it is useless for defense, as it has not attained a height sufficient to protect its occupants, and there are no means at present to mount its guns. Beyond this point, after a careful survey, I could perceive no unusual appearances. The buoys are all in their places, and with no previous acquaintance with the river I found no difficulty in keeping in  $3\frac{1}{2}$  to 4 fathoms water. If I may be permitted the liberty I would respectfully call the attention of the flag-officer to the importance of a command of York River, which, from its depth and ease of access, leading into the heart of Virginia, would be invaluable in the case of offensive measures being decided upon by the United States. For the present it is my humble opinion that a small steamer could prevent the further progress of the work at Gloucester Point, as I firmly believe there are no heavy guns in the neighborhood, and it could effectually retard for some time the transportation of such from Richmond. Two vessels, the brig *F. Russell*, of Maine, and the schooner *Josephine*, of Baltimore, were boarded and warned off.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,  
*Lieutenant, U. S. Navy.*

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

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, commanding Fort Monroe, Va.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., May 6, 1861.*

SIR: Your letter\* of this date has been received.

Agreeably to your request the steam tug *Yankee* has been sent to look after her.

Very respectfully, your obedient servant,

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

Colonel DIMICK,  
*Fortress Monroe, Va.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding detention of Baltimore steamers.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., May 6, 1861.*

SIR: I have the honor to inform the Department that the steamers of the Baltimore line have arrived here and are at present anchored

\* Not found.

under the guns of the fort. Having received no instructions from the Department, I have refused to allow them to proceed to Norfolk. If permission is given to those boats to pass I would like to have specific instructions as regards what I shall allow to pass in merchandise and passengers.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding Home Squadron.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Appointment by Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of Lieutenant Todd, U. S. Navy, as flag-lieutenant.*

U. S. FLAGSHIP CUMBERLAND,

*Off Fortress Monroe, Va., May 6, 1861.*

SIR: You are hereby appointed flag-lieutenant of the Home Squadron. You will make yourself perfectly acquainted with the signals of the different ships comprising the squadron.

You will keep a true record of all vessels seized and their cargoes, including the schooner *G[eorge] M. Smith*, seized with contraband of war on board.

I wish you to go on board all cotton and coal vessels and receipt in my name for their cargoes.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding Home Squadron.*

Lieutenant HENRY D. TODD,

*U. S. Ship Cumberland.*

*Order of the Secretary of the Navy to Superintendent Naval Academy, Annapolis, regarding warrants for midshipmen.*

NAVY DEPARTMENT, May 6, 1861.

SIR: The Department has concluded to warrant the present first class of acting midshipmen, notwithstanding the class have not had the opportunity of graduating.

Report to the Department the relative standing of the members of this class, in order that their warrant may be issued accordingly.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain GEORGE S. BLAKE,

*Superintendent Naval Academy, Annapolis, Md.*

*Report of Captain Faunce, U. S. Revenue Marine, regarding condition of affairs in and about Baltimore.*

U. S. S. HARRIET LANE,

*Off Fort McHenry, Baltimore, Md., May 7, 1861.*

SIR: I have the honor to report that since the 5th instant I have been cruising off the mouth of the Patapsco River, boarding all sus-

picious-looking vessels. Last evening, it blowing a heavy gale from the southward and eastward, stood up the river to my present anchorage. This morning I had an interview with the collector of the port of Baltimore in regard to suspicious vessels fitting out in this port; he stated that he had no knowledge of anything of that kind. After leaving him my attention was called by a respectable gentleman to two tugs (the names of which are the *Lioness* and *Hercules*) which have been fitted up for guns and are now at the wharf ready to receive their armament, but all work for the present has been suspended.

Baltimore, I am pleased to state, from the very best authority, is strong for the Union.

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

JOHN FAUNCE,  
Captain.

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the seizure of four coal vessels.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 7, 1861.*

SIR: I have the honor to inform the Department that I have seized for the use of the Government of the United States four coal vessels, containing in all about 500 tons; also two vessels with cotton, in all about 214 bales, to be used for the defense of Fortress Monroe.

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

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

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the arrival at Fortress Monroe of Baltimore steamer with mails and passengers.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 7, 1861.*

SIR: I have the honor to inform the Department that the steamer *Adelaide*, of the Baltimore line, arrived here this morning with mails and passengers. I have permitted Captain Cannon to land his mails and passengers at Old Point, but there is no steamer to take them to Norfolk. I granted this on a telegraph from Postmaster-General Blair to Colonel [Moor N.] Falls, president of the line. I would be glad to have the instructions of the Department as to whether I shall permit a small steamer, if sent here by the company, to carry the passengers to Norfolk.

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

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

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

*Letter from Flag-Officer Pendergrast U. S. Navy, commanding Home Squadron, to the captain of the steamer Adelaide, granting permission to land mails and passengers at Old Point, Va.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 7, 1861.

SIR: I beg leave to inform you that I have as yet received no instructions from the Secretary of the Navy in relation to your boats.

I will, however, permit you to land your mails and passengers at Old Point; they are not to visit Norfolk until further instructions from me.

Very respectfully,

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

Captain STEAMER ADELAIDE.

P. S.—The passengers will not be permitted to visit Norfolk or leave Old Point without a permit from me or the commandant of Fort Monroe.

G. J. PENDERGRAST.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, commanding Fort Monroe, Va., regarding steamer Adelaide.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 7, 1861.

SIR: I beg to inform you that I have permitted the passengers and mails from the steamer *Adelaide* to be landed at Old Point. The passengers must have a permit from you or myself to proceed farther. About thirty or thirty-five are to be landed.

Very respectfully,

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

Colonel DIMICK,  
Commanding Fortress Monroe, Va.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding charter of steam tug Yankee.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 7, 1861.

SIR: I have the honor to inform the Department that the gratuitous services of the steam tug *Yankee* will expire on the 10th of this month.

The *Yankee* is very useful and I desire to know whether I shall reengage her at the rate of \$300 per day, which I think very exorbitant; \$150 I think quite enough.

I have the honor to be, very respectfully, your obedient servant,  
G. J. PENDERGRAST,

Flag-Officer, Commanding Home Squadron.

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

*Exchange of shots between the U. S. S. Yankee and the batteries at Gloucester Point, Va., May 7, 1861.*

Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, transmitting report of Lieutenant Selfridge, U. S. Navy.

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 9, 1861.*

SIR: I have the honor herewith to enclose to the Department the report of Lieutenant Thomas O. Selfridge of a reconnoissance made by him in York River. On consultation with Colonel Dimick, of Fortress Monroe, he declined sending a force, stating that he could not spare them. I would respectfully state to the Department that it would be useless to make an attack unless we had a force of about 500 men, which I have not at my command.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

[Endorsement.]

It would not perhaps be advisable to make an attack on battery in York River unless in concert with the troops.

G. W.

[Enclosure.]

U. S. SHIP CUMBERLAND,  
*Hampton Roads, May 7, 1861.*

SIR: In accordance with your orders I left here at 10 a. m. in the steamer *Yankee* for an examination of the fortifications on Gloucester Point. I had approached within about 2,000 yards of this point when a shot across my bow first apprised me that the enemy had guns mounted. I continued to steam ahead slowly, when another was fired in line, but a little short. I stopped steaming, moved all heavy articles to the port side and started all the water in the starboard tanks, as the *Yankee* had a considerable list to starboard, from moving her two guns to that side. I fired 4 round shot and two shell at the extreme elevation the guns would permit, but they all fell short. Twelve shots in all were fired by the enemy, two shells passed about 10 feet over and burst some 20 yards beyond; the remainder fell short. Finding the guns opposed to me so much superior in range and caliber to the *Yankee's* light 32's, I considered it my duty, though reluctantly, to return. The guns mounted, as near as I could judge, were one 8-inch shell and two long 32's, and there were probably forty men behind the breastwork. I could discover no armed parties other than these in the vicinity.

Very respectfully, your obedient servant,  
THOS. O. SELFRIDGE,  
*Lieutenant, U. S. Navy.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding U. S. Home Squadron.*



Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding battery in York River.

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 10, 1861.

SIR: I have the honor to inform the Department that the U. S. S. *Pawnee* will leave here this evening with dispatches from myself and Colonel Dimick. I would state to the Department that the *Pawnee*, with her long-range heavy guns, would be a valuable addition to the force here at present; and I think with the steamers *Star* [*Monticello*], *Yankee*, and *Pawnee* I could successfully destroy the battery on York River, with the addition of a force of 500 men for landing, which I desire to have detailed from Fortress Monroe. It is very desirable that York River should be kept clear, as it connects by railroad with Richmond.

I have the honor to be, very respectfully, sir, your obedient servant,  
G. J. PENDERGRAST,  
Flag-Officer, Commanding Home Squadron  
Hon. GIDEON WELLES,  
Secretary of the Navy.

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Letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding affairs of his command.

NAVY DEPARTMENT, May 15, 1861.

SIR: Your dispatch of the 10th instant, relative to the batteries on York River, has been received and will receive attention.

Two vessels have been purchased for the purpose of being used at Hampton Roads as receiving ships for coal.

The Department will thank you to make any suggestions relative to fresh water for the squadron.

The steam frigate *Roanoke* is preparing for sea at New York as your flagship, and will be sent to Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
Commanding Home Squadron, off Fortress Monroe, Va.

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Report of Colonel Taliaferro, C. S. Army, commanding at Gloucester Point.

GLoucester POINT, VA., May 8, 1861.

SIR: I have the honor to report that I assumed command at this post at 7 o'clock yesterday evening. I hastened to assume the command from the fact that I learned on my way from Richmond that the howitzer battery under Lieutenant Brown, acting under the orders of Captain Whittle, of the Virginia navy, had resisted the approach of the steamer *Yankee* and driven her back, after the firing of some ten or twelve rounds on either side. I immediately ordered out the volunteer forces of the county, amounting to some 250 men, to reinforce the battery and prevent a landing of the enemy in boats. These troops had not been mustered into the service of the State, and no force beyond a small guard had been stationed at this place. Major Page, mustering officer, will muster in three companies to-day. I have now

subsistence for 400 men for thirty days, and will erect huts for the troops this evening. I have to urge that you will order to this point some effective seacoast guns, for the small battery of 6-pounder guns now here will prove of small consequence in resisting an attack upon this place by a naval force of much importance.

Very respectfully, your obedient servant,

W. B. TALIAFERRO,  
*Colonel, Commanding.*

Major-General R. E. LEE,  
*Commander in Chief.*

[Endorsements.]

This letter came to me unsealed. I presumed that I might read it. I know not [by] what authority Colonel Taliaferro says that the firing at Gloucester Point was authorized by me. This is an entire mistake.

Your obedient servant,

WM. C. WHITTLE,  
*Captain, Virginia Navy.*

Major-General LEE,  
*Commander in Chief, etc., Richmond, Va.*

Six 9-inch guns are now on York River, and three 32-pounders will be sent in a day or two. The firing by the howitzer battery was not directed by Captain Whittle.

S. BARRON,  
*Captain, Virginia Navy.*

The firing was not directed by Captain Whittle. The major-general has expressed, through me, his disapproval of the firing at such a distance.

S. BARRON.

Six 9-inch guns now at the river. There will be three 32-pounders for West Point [York River] to-day or to-morrow.

*Order of commandant navy yard, Philadelphia, to Master Kautz, U. S. Navy, to proceed on a reconnoissance in the Delaware River.*

NAVY YARD, PHILADELPHIA, May 8, 1861.

SIR: You will proceed with the steam tug *Hero* and run down the river as far as the mouth of the canal on a cruise of observation and surveillance, the general scope of which you will gather from the report of Lieutenant Hopkins, who returned from a similar service a few days since.

You can return at your discretion after receiving the various permits.

Very respectfully, your obedient servant,

S. F. DU PONT,  
*Commandant.*

Master ALBERT KAUTZ, U. S. Navy.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to commandant navy yard, New York, regarding prize schooner George M. Smith.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 8, 1861.

SIR: I beg to inform you that by direction of the honorable the Secretary of the Navy I send the prize schooner *George M. Smith*, of New York, bound to Wilmington, N. C., seized in Hampton Roads with contraband of war, to New York, and have directed the master's mate in charge to take her to the navy yard and deliver her to you, subject to the orders of the U. S. marshal of the district.

The honorable the Secretary of the Navy desires a full inventory of everything on board to be taken, including those landed for Fortress Monroe. An inventory of that taken for the fort is enclosed with the papers relating to her, but owing to bad weather and press of business I have not been able to have the inventory taken of what remains on board, and will be obliged to you if you will have it done on her arrival in New York. I will seal her hatches before she leaves here.

Very respectfully, your obedient servant,

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

Flag-Officer S. L. BREESE,  
*Commandant U. S. Navy Yard, New York.*

P. S.—I have ordered the master's mate to be governed by your directions in returning to the ship by the first public vessel or opportunity with the prize crew.

G. J. PENDERGRAST.

*Letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding Baltimore steamers and batteries on York River.*

Confidential.]

NAVY DEPARTMENT, May 8, 1861.

SIR: Your three dispatches of the 6th were received this day.

Paymaster Doran was ordered to the *Cumberland* on the 25th ultimo, and it was expected had reported ere this. Duplicate copies have been sent to him here and in Indiana this day.

Instructions were sent you in relation to the Baltimore steamers by the *Powhatan*. A duplicate is forwarded herewith.

In an interview with General Scott he does not advise the sending of two steamers to prevent the erection of batteries on York River.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Ship Cumberland.*

*Order of the Secretary of the Navy to the commandant of midshipmen regarding disposition of midshipmen.*

NAVY DEPARTMENT, May 8, 1861.

SIR: You will order the third class of acting midshipmen now on board the *Constitution* to report to the commanding officers of the navy

yards at Boston, New York, and Philadelphia, in the following proportion for such duty as they may assign: New York, 26; Boston, 12; Philadelphia, 10.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant C. R. P. RODGERS, U. S. Navy,  
Newport, R. I.

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding charter of steam tug Yankee.*

NAVY DEPARTMENT, May 9, 1861.

SIR: I have received your No. 61 in relation to the steam tug *Yankee*. The Department can not authorize you to charter the *Yankee* at the rate of \$300 per day, but you are at liberty to do so at the rate of \$150 per day so long as she may be of service or until otherwise ordered.

Your dispatches numbered 59, 60, and 62 have also been received.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
Commanding Home Squadron, Hampton Roads.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Colonel Dimick, U. S. Army, commanding Fort Monroe, regarding Baltimore steamers.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 9, 1861.

SIR: I beg to inform you that I have received instructions from Washington in relation to the Baltimore boats. They will be allowed to land mail and passengers at Old Point and proceed to Norfolk by a steamer provided for that purpose.

Very respectfully,

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

Colonel DIMICK,  
Commanding Fortress Monroe, Va.

*Report of Lieutenant Rodgers, U. S. Navy, commandant of midshipmen, regarding details for navy yards, Boston, New York, Philadelphia.*

U. S. NAVAL ACADEMY,  
Newport, May 9, 1861.

SIR: In obedience to your order of 29th April, I have made the following detail of first and second classes and have this day issued orders to them to report in conformity thereto without delay:

*To report to Flag-Officer Samuel L. Breeze, at New York.*

*First class.*—Lloyd Phoenix, Frederick Rodgers, F. O. Davenport, J. W. Philip.

*Second class.*—R. K. Duer, R. H. Lamson, R. P. Huntington, J. D. Graham, A. N. Mitchell, C. W. Zimmerman, J. K. Carrothers, Louis Kempff, S. W. Nichols, J. P. Robertson, J. H. Rowland, E. C. V. Blake.

*To report to Captain William L. Hudson, at Boston.*

*First class.*—George P. Ryan, Tecumseh Steece.

*Second class.*—N. W. Thomas, F. J. Higginson, F. R. Smith, G. W. Sumner, M. Forrest.

*To report to Captain Samuel F. Du Pont, at Philadelphia.*

*First class.*—John Weidman, W. F. Stewart.

*Second class.*—G. A. Crall, H. B. Tyson, John McFarland.

Many of the lieutenants having been detached, I have found it necessary to detail three of the second class for duty in the executive department, and have assigned Acting Midshipmen Samuel W. Preston, C. L. Huntington, and E. T. Brower for that duty.

Very respectfully, your most obedient servant,

C. R. P. RODGERS,  
*Commandant of Midshipmen.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Additional report of Lieutenant Rodgers, U. S. Navy, commandant of midshipmen, regarding details for navy yards, Boston, New York, Philadelphia.*

U. S. NAVAL ACADEMY,  
*Newport, R. I., May 10, 1861.*

SIR: In obedience to your order\* of the 8th instant, I have directed the acting midshipmen of the third class to report to the commanding officers of the navy yards at Boston, New York, and Philadelphia in the following proportion for such duty as they may assign them:

*At Boston.*—E. T. Woodward, J. R. Bartlett, A. C. Alexander, J. Wallace, E. C. Hazeltine, E. E. Preble, M. L. Johnson, C. F. Blake, H. L. Johnson, W. Abbot, A. S. Barker.

*At Philadelphia.*—G. W. Wood, O. W. Tracy, F. Pearson, P. W. Lowry, C. S. Cotton, H. B. Rumsey, F. J. Naile, H. T. French.

*At New York.*—A. H. McCormick, W. R. Bridgman, M. W. Sanders, C. H. Humphrey, L. P. Adams, S. W. Terry, J. Anderson, J. J. Read, E. N. Kellogg, J. H. Reed, H. T. Grafton, R. S. Chew, O. A. Batcheller, D. D. Wemple, B. F. Haskin, J. B. Bradley, S. H. Hunt, G. K. Haswell, E. M. Shepard, B. H. Porter, M. Miller, G. M. Brown.

These compose the whole third class.

I am, very respectfully, your obedient servant,

C. R. P. RODGERS,  
*Commandant of Midshipmen.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Order of the Secretary of the Navy to Lieutenant Rodgers, U. S. Navy, commandant of midshipmen.*

NAVY DEPARTMENT, *May 10, 1861.*

Hire quarters temporarily not to exceed \$40 per day.

GIDEON WELLES.

Lieutenant Commanding C. R. P. RODGERS,

*U. S. Frigate Constitution, Newport, R. I.*

\* See p. 383.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, of the capture of the Baltimore steamer William Selden.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 10, 1861.

SIR: I have the honor to inform the Department that the first trip of the Baltimore boat *William Selden*, connecting at this place with the regular boats for Norfolk, has resulted in her capture, and her officers and crew were sent to Old Point this morning. I would respectfully advise that they be discontinued for the present, or until some satisfactory arrangement is made with the authorities at Norfolk.

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

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

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding limited coal supply.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 10, 1861.

SIR: I have the honor to inform the Department that there is at present very little coal here, and if steamers are to be employed it will be necessary to have a large quantity. I would respectfully suggest that the receiving ship *Alleghany* be filled with coal and towed here and anchored with good substantial moorings so as to resist all weather. I would also state that the wharves here are very small and inconvenient, and if it were necessary to land supplies and munitions of war in haste it would be attended with a great deal of trouble and time. Only one of the wharves, and that an exposed one, has depth of water enough to admit of a vessel coming alongside; neither has it a crane or any other conveniences for hoisting out a barrel of flour.

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

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

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding prize schooner George M. Smith.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 10, 1861.

SIR: I have the honor to inform the Department that I yesterday sent the prize schooner *George M. Smith* to New York in charge of a master's mate and two men as prize crew. Owing to bad weather and the difficulties at the wharf I have not been able to have an inventory taken of those things remaining on board, as directed by the Department,

but have requested Flag-Officer Breese to have it done on her arrival at the navy yard. All papers relating to her have been sent to the U. S. marshal of the district.

I have the honor to be, very respectfully, sir, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

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

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, in relation to the wrecked Norwegian bark Albion.*

NAVY DEPARTMENT, *May 11, 1861.*

SIR: You will permit Captain F. W. Willson to go to Norfolk and bring out a steam tug (with steam pump aboard) with the wrecking schooners and materials, for the purpose of saving the Norwegian bark *Albion*, wrecked 25 miles below Cape Henry, and bringing the cargo to Baltimore.

I am, very respectfully, your obedient servant,  
GIDEON WELLES,  
*Secretary Navy.*

Commodore G. J. PENDERGRAST,  
*Commanding U. S. Sloop Cumberland.*

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*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Brigadier-General Gwynn, C. S. Army, commanding Forces, Norfolk, Va.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 11, 1861.*

SIR: Your communication\* of this date has been received. I will be glad to receive the men on board.

Very respectfully,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding Home Squadron.*

Brigadier-General WALTER GWYNN,  
*Commanding Forces, Norfolk Harbor.*

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*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Brigadier-General Gwynn, C. S. Army, commanding Forces, Norfolk, Va., regarding fugitive slaves.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 11, 1861.*

SIR: Your communication\* of this date in relation to fugitive slaves has been received. I beg to state in reply that the said slaves are on board the U. S. S. *Quaker City* and will be delivered to their owners.

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\* Not found.

My orders to commanders are not to have anything to do with fugitive slaves. The slaves, six in number, will be delivered to the bearers of the flag of truce.

Very respectfully,

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

Brigadier-General GWYNN,  
*Commanding Forces at Norfolk Harbor.*

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*Order of commandant navy yard, Philadelphia, to Commander Glisson, U. S. Navy, to return the Ice Boat to that Yard.*

NAVY YARD, PHILADELPHIA, May 11, 1861.

You will return to this yard with the *Ice Boat* under your command.  
I am, very respectfully, your obedient servant,

S. F. DU PONT,  
*Commandant.*

Commander O. S. GLISSON, U. S. Navy,  
*On duty in the Susquehanna and Chesapeake.*

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*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty at the mouth of York River, Virginia.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 12, 1861.*

SIR: You will proceed in the steamer *Star* [*Monticello*] when ready off the mouth of York River and there anchor and remain until relieved or further orders.

You will reconnoiter the shore from Fortress Monroe to the mouth of the river, and report to me in writing if you discover any hostile demonstrations on the coast.

You will be governed in your movements by general instructions contained in general order\* No. 10.

Very respectfully,

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

Captain EAGLE,  
*Commanding U. S. S. Star* [*Monticello*].

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*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Acting Master Mather, U. S. Navy, commanding U. S. S. Quaker City, to make a reconnoissance from the Rip Raps to Cape Henry, Virginia.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, May 12, 1861.*

SIR: You will proceed in the *Quaker City* and reconnoiter the shore from the Rip Raps to Cape Henry.

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\* See p. 363.



On your arrival at Cape Henry you will relieve the *Yankee* and deliver the enclosed letter to Captain Germain.

You will be governed in your movements by general instructions contained in general order\* No. 10.

You will report in writing the result of your reconnoissance.

Very respectfully,

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

Acting Master MATHIER,  
*Commanding Quaker City.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Acting Master Germain, U. S. Navy, commanding U. S. S. Yankee, to make a reconnoissance of the eastern shore of Virginia.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 12, 1861.*

SIR: As soon as the *Quaker City* relieves you you will proceed in the *Yankee* and reconnoiter the eastern shore of Virginia, particularly in the neighborhood of Cherrystone.

After having performed that duty you will return to the flagship. You will report in writing the result of your reconnoissance.

You will be governed in your movements by general instructions contained in general order\* No. 10.

Very respectfully,

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

Acting Master GERMAIN,  
*U. S. S. Yankee.*

*Order of commandant navy yard, Philadelphia, to Lieutenant Parker, U. S. Navy, to assume command of the Philadelphia Ice Boat.*

NAVY YARD, PHILADELPHIA, *May 13, 1861.*

You will proceed to Annapolis, Md., and assume the command of the *Ice Boat* belonging to the city of Philadelphia.

When you join her you will detach Lieutenant Hughes and send him back to this yard.

I am, very respectfully, your obedient servant,

S. F. DU PONT,  
*Commandant.*

Lieutenant F. [A.] PARKER, U. S. Navy,  
*Philadelphia.*

\* See p. 363.

*Letter of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding reported breach of blockade.*

NAVY DEPARTMENT, *May 13, 1861.*

SIR: The Department has information that one or more armed steamers are running from Rappahannock to Kedge's Straits, and perhaps to Seaford, in Delaware, carrying arms, etc.

The matter is commended to your early attention.

Very respectfully,

GIDEON WELLES.

Captain G. J. PENDERGRAST,  
*U. S. Ship Cumberland.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Acting Master Germain, U. S. Navy, commanding U. S. S. Yankee, to proceed to duty at the mouth of the James River.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 13, 1861.*

SIR: You will proceed in the steam tug *Yankee* to the mouth of James River and relieve Captain Faunce, of the *Harriet Lane*.

You will direct Captain Faunce to report in person to Flag-Officer Stringham, of the *Minnesota*.

Very respectfully,

[G. J. PENDERGRAST],  
*Flag-Officer, Commanding Home Squadron.*

Acting Master GERMAIN,  
*Steam Tug Yankee.*

*Letter from Chief of the Bureau of Construction and Repair, to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, regarding coal supply for United States vessels.*

BUREAU OF CONSTRUCTION,  
*Navy Department, May 13, 1861.*

SIR: By direction of the Department, 2,000 tons of coal for the use of the vessels of the Navy have been shipped to the commanding officer of Fortress Monroe.

In a letter just received from him he represents that it can not be accommodated, and he states that he will enclose the bills of lading to you.

It appears to be of the first importance to have a supply of coal at that point, as between it and Key West there can be no other depot. It was not certainly known what facilities there were at the fort, and it was not supposed the coal would lay on the wharf, but might be piled on the shore under the guns of the fort.

You will please, for the present, make the best arrangement you can, and the Department has given orders for the purchase of a couple of vessels that will contain about 1,000 tons each.

If, in addition to these vessels, a small pier or pile wharf can, in your opinion, be made sufficient to wheel the coal from the vessels ordinarily employed in that trade and such as are now carrying the coal, and you can now give me a statement of the quantity of materials necessary, they can readily be sent, together with the number of barrows and shovels which may be wanted for a prompt unloading and loading.

If you can, give me an approximate statement of the cost and time such a landing would require, if you should think it should be made. You will please furnish the information as early as practicable.

Very respectfully, your obedient servant,

JOHN LENTHALL,  
*Chief of Bureau.*

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

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*Instructions of the Secretary of the Navy to the commandants of navy yards, regarding acting appointments and officering of chartered vessels.*

NAVY DEPARTMENT, *May 13, 1861.*

SIR: The following instructions are issued for your guidance:

You will administer the oath anew to all the officers and heads of the departments individually, and to all the employés of the Government collectively, as convenient.

Chartered vessels having guns are to be commanded by officers of the Navy. The first lieutenant will also be an officer of the Navy if possible, or one who has served as such. The exigencies of the service may require that other appointments shall be taken from civil life.

Acting masters, for watch officers, assistant surgeons, and first, second, and third assistant engineers, will be allowed as required, with corresponding pay to those ranks in the Navy; also master's mates at \$40 per month and one ration a day. Coast pilots may be employed when necessary at from \$50 to \$60 per month and a ration.

The officer of the Navy in command of such vessel may appoint a suitable person to perform the duties of clerk and acting paymaster, who shall enter into bonds for \$5,000, with two sureties approved by the U. S. district attorney. The compensation of said clerk and acting paymaster shall be \$1,200 per annum and one ration.

All these acting appointments, excepting those who have held commissions in the Navy, are to be subjected to such examination as the commandant of the station can conveniently arrange, so that persons not fully competent in every respect may be at once rejected.

Persons serving on board of the vessels when chartered will be appointed to the above-mentioned places, if qualified, upon being nominated to the Department.

All communications should be addressed to the Secretary of the Navy.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commandants of navy yards at Boston, New York, Philadelphia, and Portsmouth, N. H.

*Report of Superintendent Naval Academy of the location of that institution at Newport and making recommendations.*

NAVAL ACADEMY,  
Newport, R. I., May 13, 1861.

SIR: I have the honor to report that, in obedience to the order of the Department of the 27th ultimo, the Naval Academy is transferred to Fort Adams and that the duties of the institution are this day recommenced.

The library and all the instruments which could be safely transported have been brought here, and I have made a special report to the Bureau of Ordnance and Hydrography in regard to such as remain at Annapolis. I beg to submit the following recommendations of the academic board and respectfully ask the approval of the Department of the same:

1. It is recommended that the annual examination be deferred until the 25th of June, and that authority be given to conduct it by the academic board without the presence of the usual Board of Visitors, unless it should be found expedient to order one.

2. That from the close of the examination until the 20th of September next, when the new appointees will report, the exercises of the acting midshipmen in seamanship, gunnery, and the other practical branches of the profession be unremittingly pursued on board the *Constitution*, and that the study of French be also pursued by them during that time. I also propose that the ship should be occasionally got underway.

The fort will be immediately put under careful police and every possible attention paid to its preservation and that of the public property contained in it, and I would suggest that as long as it is occupied by the Academy it may be considered in some degree garrisoned. The *Constitution* is moored near the fort and in a convenient position for target practice. The acting midshipmen will remain on board of her for the present, where they will be constantly exercised during the hours prescribed by the regulations of the Department.

With the exception of the commandant of midshipmen and the commanding officer of the *Constitution*, Lieutenants Simpson, Buckner, Scott, and Lull are the only lieutenants which remain attached to the Academy. Their services are so very important in reorganizing the Academy and training the acting midshipmen that I beg to express the hope that they may be suffered to remain.

I also respectfully ask that the Department will approve my retaining for the present three members of the first class named by the commandant of midshipmen in his letter of the [9th] instant. Their services are very important to the Academy at this time.

I have the honor to be, sir, very respectfully, your obedient servant.  
G. S. BLAKE,  
Superintendent.

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

*Report of Superintendent Naval Academy, regarding certain assignments to duty.*

NAVAL ACADEMY,  
Newport, R. I., May 13, 1861.

SIR: I beg leave to state that at the earnest request of Brigadier-General Butler I so far departed from the order of the Department of

the 27th ultimo to transfer the personnel of the Academy to this place as to order Lieutenant Flusser to report to that officer for duty at Annapolis in connection with the transport service, and also that Assistant Professor Hopkins, who is a civil engineer by profession, was directed to report to him for duty in connection with an extension of the Annapolis railroad, which was very necessary for the accommodation of the troops.

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

G. S. BLAKE,  
Superintendent.

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, giving list of vessels seized by him from April 24 to May 13, 1861*

FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 14, 1861.

SIR: I have the honor to make the following report of vessels seized by me, with their cargoes, viz:

*April 24, 1861.*—Schooner *George M. Smith*, of Brookhaven, Long Island, Captain Mills, from New York, bound to Wilmington, N. C.; cargo contraband of war; sent by direction of the Secretary of the Navy to the U. S. marshal for the western district of New York.

*April 24.*—Steam tug *Young America*, of Norfolk, Va.; seized for attempting to capture the schooner *George M. Smith*.

*April 28.*—Schooner *Cambridge*, of Baltimore, Captain Buckler, bound to Norfolk, with 108 tons of coal; now half unloaded.

*May 1.*—Schooner *Sarah and Mary*, of Plymouth, N. C., Captain Balance, bound to Norfolk from Alexandria, Va., with 75 tons of coal; 8 tons taken out.

*May 2.*—Schooner *Carrie*, of Baltimore, Captain North, from Richmond, Va., bound to Fredericksburg, Va., with 147 tons of coal.

*May 4.*—Schooner *Theresa C.*, of Philadelphia, Captain Smith, from Richmond, Va., bound to New York, with 114 bales of cotton; unloaded at the fort and allowed to go to sea.

*May 3.*—Schooner *Anna J. Russell*, loaded with cotton; landed at the fort and allowed to go to sea.

*May 4.*—Schooner *Elite*, of Baltimore, Captain Woolford, from Petersburg, Va., bound to Norfolk, 3,905 bushels of coal.

*May 4.*—Schooner *Mary and Virginia*, of Baltimore, Captain Frank, from Alexandria, bound to Petersburg, 117 tons of coal.

*May 4.*—Schooner *Laura*, of New Jersey, Captain Meeks, from James River, bound to New York, 72 cords of wood; unloaded and allowed to go to sea.

*May 11.*—Schooner *Dorothy Haines*, of Baltimore, from Baltimore, bound to Norfolk; cargo hay; now unloading at the fort.

The following vessels were ordered to report to the commanding naval officer at Fortress Monroe by the Government:

*May 10.*—Brig *West*, of New York, Captain Rogers, from New York, bound to Fortress Monroe, with 490 tons of coal; 92 tons have been taken out.

*May 10.*—Schooner *William Saulsbury*, of Milton, Del., Captain Hudson, from Philadelphia, bound to Fortress Monroe, 301 tons of coal.

*May 10.*—Schooner *Casper Heft*, of Philadelphia, Captain Shoe, from Philadelphia, bound to Fortress Monroe, 192 tons of coal.

*May 13.*—Schooner *Annie Dean*, of New York, Captain Isaac Newton, from New York, bound to Fortress Monroe; cargo wood and straw.

Very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding Home Squadron.*

Flag-Officer SILAS H. STRINGHAM,

*Commanding U. S. Blockading Squadron, Hampton Roads, Va.*

*Report of commandant navy yard Philadelphia, transmitting reports of Commander Steedman and Lieutenants Watmough and Crosby, U. S. Navy, regarding duties performed in the upper waters of the Chesapeake Bay.*

COMMANDANT'S OFFICE, U. S. NAVY YARD,  
*Philadelphia, September 23, 1861.*

SIR: In the pressure of business in this office in May last, the enclosed reports were overlaid on my desk.

But in justice to Commander Steedman, Lieutenant Crosby, and Acting Lieutenant Watmough, who were so active in the Susquehanna and the headwaters of the Chesapeake, that I have to request that they may go into the archives of the Department.

I have the honor to be, very respectfully, your obedient servant.  
S. F. DU PONT,  
*Captain.*

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

[Enclosure.]

PHILADELPHIA, *May 14, 1861.*

SIR: I have the honor to report that in obedience to your orders\* of the 22d of April I proceeded to Perryville with the detachment of officers and men and the guns placed under my command, for the purpose of arming the steamer *Maryland* and with her keep open the communication between that place and Annapolis. We arrived at midnight, and I immediately put myself in communication with Colonel Dare, the commanding officer. From him I learned there was a rumor that Annapolis had been seized upon by the secessionists, the steamer *Maryland* aground with the Massachusetts regiment on board, and the steamer *Boston*, with the New York Seventh, at anchor in the harbor and unable to effect a landing. Hearing also from him that the author of this was in his boat at the wharf I sent for and questioned him. He corroborated the above statement, which he assured me he had obtained from the pilot of the *Constitution*. He also informed me that he had assisted in towing that vessel into the outer Roads of Annapolis. I immediately telegraphed this information to Mr. Felton, president of the railroad company, with the request that General Patterson and yourself should be informed.

After much difficulty with the parties in command of the steamers (sent there by the president of the railroad company as transports),

\* See p. 314.

who were evidently unwilling to risk either themselves or their boats, I succeeded in prevailing upon the captain of the steamer *Wyoming* to place his vessel at my disposal. We worked all night in getting the guns on board, and having obtained from Colonel Dare a company of the Fourth Pennsylvania Regiment, I started at 7 a. m. for Annapolis. On our passage we were employed in mounting the 32-pounder, a work of no little labor, and much credit is due to Lieutenant Crosby for the accomplishment of this work with so little material at his command. We arrived in sight of Annapolis Roads at noon, and saw the *Constitution* at anchor. I stood for her to obtain information of the state of affairs. On approaching her near enough to be heard I was told that Annapolis was in possession of the United States troops and General Butler in command, with his regiment and the New York Seventh. I then proceeded to Annapolis and reported to him and Captain Blake, the Superintendent of the Academy, the object of my visit.

I learned from them that there was a great scarcity of provisions, and was requested to report this fact as early as possible to Major-General Patterson. Remaining only long enough to transfer the guns and command to the steamer *Maryland*, and leaving the *Wyoming*, at the request of General Butler, I returned at once to Perryville, where I arrived at midnight, and telegraphed to you and General Patterson, through Mr. Felton, the state of affairs. On the 24th Lieutenant Watmough and Sailmaker Ferguson arrived at Perryville with two 32-pounders, which were placed in battery for the protection of that post. Provisions having arrived I took them on board and, with several bearers of dispatches for the Government, left for Annapolis, leaving Passed Midshipman White to follow in the *Wyoming* (just returned) with provisions and stores. I found upon my arrival at Annapolis on the morning of the 25th instant [ultimo] that several transports had arrived during my absence with troops and an ample supply of provisions. This was unexpected, as they had been ordered to proceed to Washington by way of the Potomac, but had changed their route on hearing that obstructions had been placed in the river to prevent their ascent.

From Captain Blake I procured two 6-pounder howitzers and necessary ammunition and returned to Perryville, when the communication from the Secretary of War (a copy of which I herewith send) was handed me, also a letter from Major-General Patterson on the same subject. I thereupon caused to be fitted out and armed two tugboats, placing them under the command of Lieutenants Crosby and Watmough, and requesting of you fourteen more men, which were immediately sent. The services of those two boats were of much importance (the reports of their commanders are herewith transmitted) and I take this occasion to bring to your notice the zeal, energy, and ability which these officers and Passed Midshipman White displayed in the performance of their various duties, of which I respectfully request the Department be informed.

From the 25th of April until the 1st of May I was engaged in the transportation of troops, munitions of war, and provisions from Perryville to Annapolis. On the 3d of May Major Devins's Battalion Massachusetts Rifles were conveyed in the *Maryland* to reenforce Fort McHenry. On the 8th of May the *Maryland*, with Sherman's battery on board, and accompanied by four other steamers with the United States troops and Colonel Patterson's regiment of Pennsylvania volunteers, proceeded to Baltimore and landed them at Locust Point. On my return to Perryville, deeming it no longer necessary to continue on this service, as there was not the slightest probability of the com-

munication being interrupted from Perryville, I availed myself of the discretionary orders you had given me to withdraw on the 11th instant. I returned to the city and had the men and guns (with the exception of the three 32-pounders, which were for the present left at Perryville) sent to the navy yard. It gives me pleasure to say the conduct of the men was most satisfactory. I found Sailmaker Ferguson very attentive to his duties.

I must bring to your notice the enclosed passes,\* issued by a Mr. Trimble, which were taken by Lieutenant Crosby from the master of the steamer *Lioness* when he captured her.

Before concluding I wish to express my appreciation of the great assistance I received from Colonel Dare and his command; also the untiring zeal of officers and employés of the railroad company and their efforts to carry out the orders of the Government.

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

CHAS. STEEDMAN,

Commander.

Captain S. F. DU PONT, U. S. Navy,  
Commandant U. S. Navy Yard, Philadelphia, Pa.

[Subenclosures.]

PHILADELPHIA, May 11, 1861.

SIR: I have the honor to submit the following report of my operations while in charge of the steam propellers *J. R. Thompson* and *Thomas Sparks*, cruising between the points Annapolis and Perryville. On the 27th of April, took command of the *J. R. Thompson*, with ten seamen and two guns, making one trip to Annapolis and back to Perryville, carrying mails and passengers. On 28th, transferred command to *Sparks*, making daily trips to and from above point with mails and passengers or special messengers till the 30th of April. May 1, transferred command to the propeller *Shriver* for the purpose of landing Major Morris and command (of the Fourth U. S. Artillery) at Fort McHenry, Baltimore. On the 2d of May, returned to the *Sparks* and continued trips with mails and passengers, or as convoy to them and treasure, till the 5th instant. On afternoon of 5th, sailed in company with the tug *Reaney*, Lieutenant Crosby, on an expedition in search of light-boats removed from Smith's and Windmill points south of the Potomac. On same night made harbor in the Patuxent, in consequence of bad weather. At 3 a. m. same night, *Reaney's* boiler exploded, disabling her. Lieutenant Crosby transferred men and guns to the *Sparks*. Lieutenant Danels, of the Navy, with a detachment of seamen from the *Alleghany* at Annapolis, and Lieutenant Morton, with a detachment of soldiers from the Thirteenth New York Regiment and one fieldpiece (6-pounder), had also joined the *Sparks* at Annapolis. On the 7th May at 3 a. m., started for the Great Wicomico. Leaving *Reaney* at anchor, succeeded in entering the inlet over the flats and seized the Windmill Point boat snugly moored a few miles inland; towed her out and same evening on return north picked up the *Reaney*, arriving at Annapolis on the 8th May at 5 a. m. The same evening towed the *Reaney* up to Perryville. On the 10th instant, by your order, brought men and armament in the cars to Philadelphia and delivered the men to the receiving ship on this station.

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

PEND. G. WATMOUGH,

Lieutenant, U. S. Navy.

Commander CHARLES STEEDMAN, U. S. Navy.

\* Not found.



PHILADELPHIA, *May 13, 1861.*

SIR: In obedience to your order of the 26th ultimo, I took command of the steamer *Commerce*, with a detachment of twelve men, with two guns, one a 12-pounder boat howitzer, and one a 6-pounder fieldpiece; went over to Havre de Grace and seized the steamer *Lancaster*, from Baltimore; put her in charge of Sailing Master George B. White, who brought her over in company with the *Commerce* to Perryville. On the afternoon of the same day I left for Annapolis to convoy the steamers *Whildin* and *Wyoming*. On our way down discovered a steam tug towing a ship down the Patapsco; went in pursuit of the steam tug, in obedience to the written orders that I had received from you to seize all tugs south of Havre de Grace. The tug cast off her tow and immediately ran away from us. I fired a shot across her bow, but she continued her course. I then fired several shots at her, but being much faster than the *Commerce* she was soon out of the range of our guns and escaped. We then resumed our course and anchored off Annapolis in company with the convoy. On the 27th ultimo we returned to Perryville with the mail and passengers; boarded a Baltimore bark. On our arrival we transferred the guns and crew to the *William B. Reaney*. On the 28th ultimo, at 2.30 a. m., convoyed the steamer *Commerce* to Annapolis. At 1 p. m. left for Perryville. On the 29th transferred the guns and crew to the steamer *Thomas Sparks* and carried mail and passengers to Annapolis and convoyed two steamers. Returned on the 30th with mail and passengers to Perryville; transferred the guns and crew to the *William B. Reaney*. On the 31st [sic], employed in convoying vessels to Annapolis. On the 1st left for Perryville; seized the steam tug *Lioness* off the mouth of the Patapsco and took her to Perryville. The captain of the *Lioness* delivered to me the papers\* signed by one Trimble, of Baltimore, which were necessary for him to have in order to pass in and out of the port of Baltimore, all of which I handed over to you. On the 2d, 3d, 4th, and 5th instant, employed in convoying vessels between Annapolis and Perryville. On the 6th [5th] instant at 8 a. m., received orders from General Butler to fit out an expedition to go in search of the Smith's Point light-boat, said to be in Dividing Creek, between the Potomac and Rappahannock rivers. Received a detachment of thirty recruits from the U. S. receiving ship *Alleghany*, under command of Lieutenant Danel, and thirty New York State Militia, Lieutenant Morton commanding; placed them, with a fieldpiece, on board the *Thomas Sparks*. At meridian the steamer *Thomas Sparks*, Lieutenant Watmough commanding, left in company with the *William B. Reaney* with a launch in tow. At 8:30 anchored in the mouth of the Patuxent River on account of bad weather. At 3 a. m. eighty stay bolts of the *Reaney's* boiler blew out, scalding James McDevitt, landsman, seriously. I discovered that the accident was occasioned by the neglect of the fireman, who left his post and turned in without waiting for the second engineer to relieve him, in consequence of which I placed them both on board the *Thomas Sparks* under the sentry's charge. I then transferred my gun, men, and launch to the *Thomas Sparks*, boarded an oyster boat, and sent a bearer of dispatches to General Butler, informing him of the accident and of the disabled condition of the *Reaney*. The captain of the oyster boat informed me that the Smith's Point light-boat was anchored up the Wicomico River [Va.]. Owing to the stormy weather we were obliged to remain at anchor until 2 a. m. the following morning. The wounded

\* Not found.

man was carefully attended to by Dr. Gallagher, who volunteered his services for the expedition. On the 9th [7th] instant at 2:30 p. m. [a. m.], took the *Thomas Sparks* and launch and ran down to the Wicomico, where we arrived about 8 a. m. Our pilot, who was supplied for the occasion, proved to be of little service to us, and we were obliged to pilot ourselves in, whereupon we discovered a light-boat at the source of a creek. As we approached her the lookout at our masthead observed her crew leaving in great haste with their boats; we ran up, took possession of her, found that her moorings had been slipped and that her light apparatus had been dismantled and her rudder wedged (she proved to be the Windmill Point light-boat instead of the Smith's Point light-boat), in consequence of which we found it necessary to tow her back to Annapolis, and owing to the crippled condition of the *Reaney* was obliged to forego further search. Hove up her anchor and knocked the wedges from the rudder and the *Sparks* took her in tow. Afterwards I took the launch to reconnoiter and discovered a number of armed men, horse and foot. Returned and made the launch fast to the light-boat and ran up to the mouth of the Patuxent River in tow of the *Sparks*. At 9 p. m. the *Sparks* cast off the light-boat and ran in and brought out the *Reaney* and took the light-boat in tow. Ran up and anchored at Annapolis on the 8th instant at 5 a. m. and turned over the light-boat and public books found on board her to Colonel Smith, commanding officer of the station. I found by the log of the light-boat that she had been seized by three armed vessels under the command of the colonel of Lancaster County and anchored in Indian Creek, there to await the orders of the governor of Virginia. Sent Lieutenant Danels and his men on board the *Alleghany*, Lieutenant Morton and his men on shore, the launch to her moorings, and landed the fieldpiece; sent the fireman and second engineer to the guardhouse, and James McDevitt to the hospital. At 3 p. m. ran over to Perryville in tow of the *Sparks*, where we arrived at 10:30 p. m. During the 9th we remained at Perryville according to orders, and on the 10th instant transferred the men and guns to Philadelphia.

Very respectfully, your obedient servant,

PEIRCE CROSBY,  
Lieutenant, U. S. Navy.

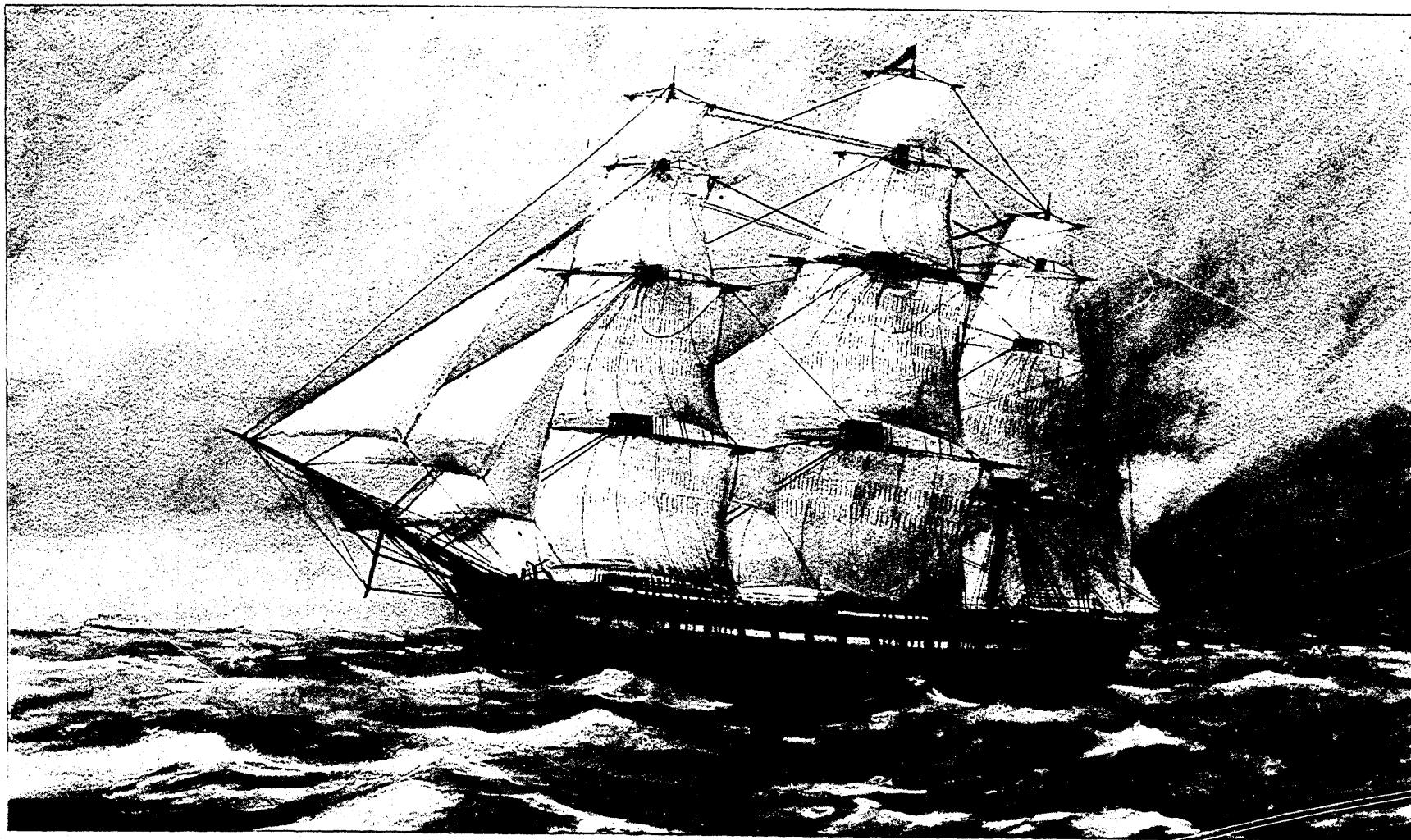
Commander CHARLES STEEDMAN, U. S. Navy.

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*Abstract Log of the U. S. Ship Constitution, April 21-May 9, 1861.*

*April 21, 1861.*—Harbor of Annapolis, Md. At 6 a. m. received orders from the Superintendent to slip and get the ship in the Roads as soon as possible. At 6:30 the steamer *Maryland* from Hayre de Grace came alongside with the Eight Regiment of the Third Brigade Massachusetts Volunteer Militia on board under command of Brigadier-General Butler. Received three companies on board from her. Slipped our moorings and began towing out by the *Maryland*. At 11:30 got in the mud; cleared and got as far as Greenbury Point light, when we took the mud again. At 10 p. m. piped down to wait for the tide.

*April 22.*—At 12:30 a. m. received a message that the channel outside of us would probably be obstructed that night; the tide falling rapidly and the ship setting in the mud in the left bank of the channel,



UNITED STATES SHIP CONSTITUTION.



called all hands and commenced to kedge ship out into deep water. A heavy squall drove us into the mud again. Several vessels at this time appearing in the offing, we went to general quarters and prepared for an attack. After remaining there nearly an hour we commenced heaving again. At 4:30 the steamer *Boston* with the Seventh Regiment New York Volunteer Militia came in. About the same time a tug from Havre de Grace came alongside and towed us out of the Roads, where we anchored. At 7 p. m. steamer *Boston* disembarked her troops at the Academy and then those of the *Maryland*, which was aground.

*April 23.*—At 10 a. m. a steam tug hove in sight with a mounted gun forward; beat to quarters, and as she came up her commander hailed us. She was from Philadelphia and went in the harbor. At 12:30 p. m. the steamer *Maryland* came alongside; received from her our guns, that had been placed on board of her to lighten the ship. At 10 p. m. five steamers arrived from New York with troops conveyed by the *Harriet Lane*.

*April 26.*—From 8 to meridian got underway in tow of the steamer *R. R. Cuyler*.

*April 29.*—At 12:30 p. m. off the buoy navy yard, New York.

*May 8.*—At 6:30 a. m. got underway in tow of two steamers and at 7 passed through Hell Gate.

*May 9.*—At 3 p. m. anchored off Fort Adams, [Newport, R. I.]. At 5:15 the steamer *Baltic* arrived from Annapolis, Md., with the commandant of midshipmen, O. R. P. Rodgers, professors, and attachés of the Academy.

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#### CONFEDERATE REPORTS AND CORRESPONDENCE.

*Extract from the Executive Journal of the State of Virginia, April 18, 1861.*

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The following order was issued, through the adjutant-general, to Major-General William B. Taliaferro:

You will forthwith take command of the State troops which are now or may be assembled at the city of Norfolk. Your immediate presence there is necessary.

The governor appointed and commissioned the following officers for the State navy:

Robert B. Pegram, captain, to rank as such from 18th of April, 1861.  
 George T. Sinclair, captain, to rank as such from 19th of April, 1861.  
 Catesby ap R. Jones, captain, to rank as such from 20th of April, 1861.  
 James H. Rochelle, lieutenant, to rank as such from the 18th of April, 1861.

The following order was issued to Captain Robert B. Pegram:

SIR: You will proceed to Norfolk and there assume control of the naval station with authority to organize naval defenses, enroll and enlist seamen and marines, and temporarily to appoint warrant officers, and do and perform whatever may be necessary to preserve and protect the property of the Commonwealth and of the citizens of Virginia.

Cooperate with the land forces under the command of Major-General William B. Taliaferro and report all important acts which may be done or performed under your orders promptly to the executive through the general in command.

\* \* \* \* \*

JOHN LETCHER.

*Order of commandant navy yard, Norfolk, to Captain Whittle, Virginia navy.*

NAVY YARD [NORFOLK], *April 22, 1861.*

SIR: Let the masters of all merchant vessels desiring to pass outward apply to you, and you are authorized at your discretion to allow them to do so or to detain them.

Respectfully,

F. FORREST,  
*Commanding Naval Force.*

Captain W. C. WHITTLE,

*Letter from Messrs. Peters & Reed to Captain Herriman, commanding schooner A. Colby, transmitting guarantee of safe conduct to his vessel.*

PORTSMOUTH [VA.], *April 23, 1861.*

DEAR SIR: We have received your letter of to-day with the letter for Mr. Churchill. We send a tug to bring you up, and also a guarantee of safe conduct of your vessel up and back to sea without molestation. There can be no possible difficulty with you or your vessel. Were it otherwise we need not say we would at once instruct you to proceed to some other port. We trust you know us sufficiently well to believe that we would not advise you to any course that could possibly bring you into difficulty. You will see that the guarantee of safe conduct is signed by the commanders in chief of both the naval and military forces. The *Harriet Lane* was towed up yesterday under a like guarantee, and will be discharged to-morrow. We hope to see you here to-morrow evening and have the pleasure of handing you several letters we have for you.

Very truly, yours,

PETERS & REED.

Captain DEARBORN HERRIMAN.

[Enclosure.]

NAVAL STATION, NORFOLK, *April 22, 1861.*

We hereby guarantee safe conduct to the schooner *A. Colby*, laden with sugar and molasses, up to the port of Norfolk and Portsmouth, and the safety of the vessel after discharge of cargo back to Hampton Roads and to sea, without molestation from the forces under my command.

F. FORREST,  
*Commanding Naval Forces.*

Approved:

WALTER GWYNN,  
*Major-General, Commanding Forces in Norfolk Harbor.*

Captain Catesby ap.R. Jones directs that a tug be furnished for the above purpose.

WESTWOOD A. TODD,  
*Aid.*

*Order of commandant navy yard, Norfolk.*GOSPORT [NORFOLK] NAVY YARD, *April 23, 1861.*

Commander McIntosh and Lieutenant Harrison will alternately, every forty-eight hours, take charge of the naval battery at Hospital Point.

W. F. LYNCH,  
Adjutant.

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*Order of commandant of navy yard, Norfolk.*NAVY YARD, GOSPORT [NORFOLK], *April 24, 1861.*

A Captain James Brown and his steam tug *Harmony* are placed under the exclusive control of Captain A. B. Fairfax, of the Ordnance Department. It is hereby requested that he be not pressed into service by other military departments.

By order:

Respectfully,

W. F. LYNCH,  
Captain and Adjutant.

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*Order of commandant of navy yard, Norfolk, to commander of tug Young America, regarding schooner A. Colby.*NAVY YARD, GOSPORT [NORFOLK], *April 24, 1861.*

SIR: You will proceed with the tug under your charge to Hampton Roads and tow the schooner *A. Colby*, Captain Herriman, up to Portsmouth, laying her alongside Peters & Reed's wharf, when her cargo, sugar and molasses, will be discharged and stored in a bonded warehouse.

By order:

Respectfully, your obedient servant,

W. F. LYNCH,  
Captain and Adjutant, Virginia Navy.

COMMANDER OF TUG YOUNG AMERICA.

*Order of commandant navy yard, Norfolk, to Captain Rootes, Virginia navy.*NAVY YARD, GOSPORT [NORFOLK], *April 24, 1861.*

SIR: You will seize for the State of Virginia any funds of the Northern Confederacy in the possession of the late navy agent of the United States.

By order:

Respectfully, your obedient servant,

W. F. LYNCH,  
Adjutant.

Captain ROOTES,  
Virginia Navy.

*Order of commandant navy yard, Norfolk, to Master Ship Carpenter Pierce.*

NAVY YARD, GOSPORT [NORFOLK], *April 25, 1861.*

SIR: You will, on receipt of this, take as many men as you think requisite and proceed to pump out the frigate *United States*.

Respectfully,

F. FORREST,  
*Commandant.*

JOS. PIERCE,  
*Master Ship Carpenter.*

*Order of commandant navy yard, Norfolk, to Lieutenant Murphy, Virginia navy, regarding cruise of steamer Arrow.*

[NAVY YARD, NORFOLK,] *April 26, 1861.*

SIR: You will proceed with the steamer *Arrow* to cruise in the neighborhood of Craney Island and observe closely the enemy's ships by night and day, and communicate to the commanding general instant intelligence of any suspicious movement.

A code of signals will speedily be furnished you, with necessary instructions.

You will be careful, while keeping the enemy always in view, to avoid approaching them too nearly, and at night be particularly vigilant against surprise.

By order:

W. F. LYNCH,  
*Adjutant.*

Lieutenant Commanding P. U. MURPHY.

*Order of commandant navy yard, Norfolk, to Commander Robb, Virginia navy.*

COMMANDANT'S OFFICE, NAVY YARD [NORFOLK], *April 27, 1861.*

SIR: You will take charge of the line of signals established in this harbor and of the two steamers connected therewith and will report forthwith at this office for instructions.

By order:

W. F. LYNCH.

Commander R. G. ROBB.

*Order of commandant navy yard, Norfolk, to Captain Fairfax, Virginia navy, to furnish ordnance for batteries.*

[NAVY YARD, NORFOLK,] *April 28, 1861.*

SIR: You will furnish by order of General Lee the following articles: Six heavy 32's for City Point, 6 9-inch for Burwell's Bay, 2 light 32's for Tappahannock, 10 9-inch and 2 11-inch for Gloucester Point, 6 9-inch for West Point [Va.], with carriages, and 75 rounds of ammunition for each; the guns to be marked with white paint for their destination.



The guns for City Point to be landed there and those for Burwell's Bay at or near that point; the rest to be sent to Richmond.

By order:

W. F. LYNCH.

Captain A. B. FAIRFAX,  
*Inspector-General, Ordnance.*

[Endorsement.]

The guns should not be sent till the batteries are ready for them and a guard to receive and protect them at each point.

The responsibility of the water transportation past Old Point must be taken by the authorities at Richmond.

F. FORREST.

*Order of commandant navy yard, Norfolk, to Captain Jones, requesting steamers for reconnoissances.*

NAVY YARD, GOSPORT [NORFOLK], April 28, 1861.

SIR: The steam tug *Arrow* proves inefficient for the service for which she was detailed and the small tug you kindly sent last evening left the yard while coal was being hauled down to the wharf for her.

Be pleased to furnish Lieutenant Commanding Murphy with two steamers suitable to ply in the vicinity of Craney Island for the purpose of observing the movements of the enemy.

By order:

W. F. LYNCH.

Captain C. AP R. JONES, *Norfolk.*

*Instructions from the inspector-general of ordnance, navy yard, Norfolk, to Captain Gibbs, commanding steamer Northampton, regarding transportation of ordnance supplies.*

NAVY YARD, GOSPORT [NORFOLK], April 24, 1861.

SIR: You will proceed with the steamer *Northampton*, under your command, to Richmond, Va., as soon as you have taken on board the following articles, viz:

Four 8-inch guns, with carriages, implements, and ammunition complete; four 32-pounders, with carriages, implements, and ammunition complete. Ammunition consists of 40 loaded shells, 8-inch; 80 unloaded shells; 300 32-pounder solid shot; powder, 200 8-pound charges, in copper tanks.

You will deliver them to the colonel of ordnance, Dimmock, and take receipt. Enter James River after dark and observe every caution to avoid enemy's vessels.

Respectfully, etc.,

A. B. FAIRFAX,  
*Inspector-General, Ordnance.*

Captain J. M. GIBBS,  
*Commanding Steamer Northampton.*

[Endorsement.]

RICHMOND, April 26, 1861.

The articles within named have been delivered to this department.

C. DIMMOCK,  
*Colonel, Ordnance.*

*Order of Major-General Lee, commanding Virginia forces, to Colonel Tulcott, relative to the fortification of James River.*

HEADQUARTERS VIRGINIA FORCES,  
Richmond, Va., April 29, 1861.

SIR: You will proceed up James River to the vicinity of Burwell's Bay and select the most suitable point which, in your judgment, should be fortified in order to prevent the ascent of the river by the enemy. Lay off the works and leave their construction to Lieutenant O. ap R. Jones, Virginia navy, who will accompany you. You will then proceed to the mouth of the Appomattox and there perform the same service, selecting some point below the mouth of that river, supposed to be old Fort Powhatan. Captain Cocke will take charge of the construction of this work. Be pleased to give the above-mentioned officers such instructions as they may require in the construction of these works and report what you shall have done.

Respectfully, etc.,

R. E. LEE,  
Major-General, Commanding.

ANDREW TALCOTT, Esq.,  
Colonel, Engineers.

*Instructions from the inspector-general of ordnance, navy yard, Norfolk, to Captain Gibbs, commanding steamer Northampton, regarding transportation of ordnance supplies.*

NAVY YARD, GOSPORT [NORFOLK], April 29, 1861.

Captain Gibbs will transport to Richmond, Va., via James River, the six 32-pounders and their equipage, now on board the steamer *Northampton*, under his command, using all diligence and every precaution to avoid capture on the way. There are also on board 300 solid shot. The whole cargo to be delivered to Colonel Dimmock, of the Ordnance Department, at Richmond. He will receive his orders for further service from Captain S. Barron, of the navy of Virginia. Captain Tucker got the only chart in the yard of James River. He will coal in Richmond for both voyages, as our supply is limited and can not be replaced.

By order:

A. B. FAIRFAX,  
Inspector-General, Ordnance.

Captain J. [M.] GIBBS,  
Steamer *Northampton*.

*Order of Captain Barron, Virginia navy, to Commander Robb, Virginia navy, to assume charge of the defenses on the Rappahannock River.*

OFFICE OF NAVAL DETAIL AND EQUIPMENT,  
Richmond, Va., April 29, 1861.

SIR: You will take charge of the defenses of the Rappahannock.

By order of Major-General Lee:

Respectfully,

S. BARRON,  
Captain in Charge.

Commander R. G. ROBB,  
Virginia Navy, Norfolk, Va.

*Order of Captain Barron, Virginia navy, to Commander Rootes, Virginia navy, to assume command of the frigate United States.*

OFFICE OF NAVAL DETAIL, ETC.,  
Richmond, Va., April 29, 1861.

SIR: You will please take charge of the frigate *United States* as receiving ship at the Norfolk naval station. Please commence immediately drilling and exercising the men in the practice of the guns.

By order of Major-General Lee:

Respectfully,

S. BARRON,  
*Captain in Charge.*

Commander THOMAS R. ROOTES, Virginia Navy,  
Norfolk, Va.

*Order of commandant navy yard, Norfolk, to Captain McBlair, Virginia navy, regarding cooperation with military forces for protection of the harbor.*

COMMANDANT'S OFFICE, NAVY YARD,  
Gosport [Norfolk], May 1, 1861.

SIR: You will repair to Craney Island and cooperate with the military officers now employed in erecting a battery at that point for the protection of this harbor. Be pleased to inform Colonel Talcott of your appointment.

Respectfully,

F. FORREST,  
*Flag-Officer and Commandant.*

Captain WILLIAM McBLAIR, Virginia Navy.

*Order of commandant navy yard, Norfolk, to Lieutenant Maury, Virginia navy, to superintend defenses of that yard.*

[NAVY YARD, NORFOLK,] May 2, 1861.

SIR: You will be pleased to give your special attention to the superintendence of the defenses outside the yard, selecting the light 12-pounder. Lieutenant Spotswood will give every facility in his power to hasten on the work to prompt completion.

Respectfully,

F. FORREST,  
*Commandant.*

Lieutenant J. S. MAURY.

*Order of inspector-general of ordnance, navy yard, Norfolk, to Captain Milligan, commanding steamer Empire, to assist in towing vessels.*

[NAVY YARD, NORFOLK,] May 5, 1861.

SIR: You will, with the steamer *Empire* under your command, report to Commander Sinclair, at Fort Norfolk, to assist in towing vessels loaded with ballast into position for obstructing the channels of the river between the forts.

By order commandant:

A. B. FAIRFAX,  
*Inspector, Ordnance.*

Captain MILLIGAN, Virginia Navy,  
*Steamer Empire.*

*Order of commandant navy yard, Norfolk, to Lieutenant Harrison, Virginia navy, to assume charge of Pinner's Point battery.*

[NAVY YARD, NORFOLK,] May 8, 1861.

SIR: Agreeable with your request, you are hereby ordered to assume charge of Pinner's Point battery. The duties of the rendezvous you will transfer to the surgeon of that station.

Respectfully,

F. FORREST,  
Commandant.

Lieutenant GEORGE W. HARRISON, Virginia Navy.

*Order of commandant navy yard, Norfolk, to Captain Page, Virginia navy, to furnish ordnance for defense of Lynn Haven Bay.*

[NAVY YARD, NORFOLK,] May 8, 1861.

SIR: You will please deliver to Captain Charles Foster the six guns promised Ex-Governor Wise some time since for the defense of some point on Lynn Haven Bay.

Respectfully,

F. FORREST.

Captain R. L. PAGE,  
Ordnance Officer, Navy Yard, Norfolk.

*Instructions from Major-General Lee, commanding Virginia forces, to Colonel Taliaferro, commanding at Gloucester Point, Va., relative to defense of that place.*

HEADQUARTERS VIRGINIA FORCES,  
Richmond, Va., May 8, 1861.

COLONEL: In reply to your letter of the 6th instant, asking instructions as to the course to be pursued in the event of an attempt on the part of the enemy to pass the battery at Gloucester Point, you are directed, on the approach of a vessel of the enemy and when she shall have gotten within range, to fire a shot across her bows. Should this not deter her from proceeding on you will fire one over her, and if she still persist you will fire into her. Should the fire be returned you will capture her if possible. Similar orders have been issued to the naval officer commanding battery.

Respectfully, etc.,

R. E. LEE,  
Major-General, Commanding.

Colonel WILLIAM B. TALIAFERRO,  
Commanding, etc., Gloucester Point, Va.

*Report of Captain Cabell, Virginia forces, of the movements of United States vessels near Gloucester Point, Va., and calling attention to importance of defending that place.*

HEADQUARTERS CABELL'S BATTERY,  
Gloucester Point, May 10, 1861—9:30 a. m.

SIR: Yesterday about 1 o'clock p. m. an armed steamer approached our battery, coming within the range of 2 or 3 miles. We sprang to our guns and were ready for action as soon as it was manifest that the

steamer was coming up the river. We all expected an attack, but she turned and proceeded down the river and dropped anchor near its mouth. Another ship or steamer was also in the distance. During the night there was a vigilant lookout. This morning four ships or steamers passed beyond the first steamer, proceeding rapidly from north to south. About 8 o'clock this morning the attacking steamer weighed anchor and left the river. You can draw your own conclusions as well as I can of the purpose of the enemy.

I regard this point as next in importance to Fortress Monroe. I hope I may say that I am acquainted at least with the commercial wants of the State. It is, in my opinion, invaluable, both for military defense and the commercial necessities of the State. Let its importance not be underrated. This point properly secured and no effectual blockade can continue; no ships can pass up York River, no attack can be made on Richmond, except by long land marches. If you could see the place you would be satisfied of its great importance. To allow it to be lost would be a fatal error. The force here, consisting entirely of volunteers, are prepared to defend it to the last extremity. They are perfectly aware of the strangeness and peril of their situation, but though "there is plenty of danger, there is no fear." But if I am correct in regard to the importance of retaining this position, though the necessities of the State would not permit more men to be sent for the support of the few here, yet that force should be promptly sent for the protection of the present and future fortifications here. Blind as Lincoln and Cabinet appear to be, they must see the importance of taking this place. A land attack by a large force would probably do this. We would dispute every inch of ground with them, but however valiant our defense, it would not repay the loss of this place. I believe it can be easily defended from a land attack. Access from our rear is over ground perfectly level and mostly open. The enemy must march through a space not over a mile or mile and a half wide. Defend this by a rude fort of logs even and it would greatly contribute to our defense. It will require a much larger force to do this. But the plateau in the rear of this is the most beautiful as well as extensive field for drill I have ever seen. A brigade could well maneuver upon it. Send down, therefore, some of your raw troops of infantry and let a school of instruction be placed here.

The Federal troops may land below, but they must pass through the level interval or over Sarah's Creek. They can not pass Sarah's Creek without boats and its defense is very easy. I have not time to say more.

Please submit this to General Lee and the governor and council. Let the public not hear of it till the plan is executed.

Excuse haste and the excitement of a camp life and the errors of composition produced by constant interruptions and camp tables.

Respectfully, yours,

H. C. CABELL,  
*Captain, etc.*

Colonel J. B. MAGRUDER.

*Order of commandant navy yard, Norfolk, to Captain Hunter, Virginia navy, for special duty in conveying communications to Commodore Pendergrast, U. S. Navy.*

[NAVY YARD, NORFOLK,] *May 10, 1861.*

SIR: You will proceed in the steamer *Empire* to the Naval hospital. Take on board the number of men designated by Surgeon Minor's let-

ter to me and then repair, as soon as practicable, to General Gwynn's quarters and report your readiness to proceed, in conjunction with other officers appointed by him, to convey his communications, under a flag of truce, to Commodore Pendergrast or the general commanding at Fortress Monroe.

I am, respectfully,

F. FORREST,  
*Commandant.*

Captain T. T. HUNTER,  
*Virginia Navy.*

*Order of commandant navy yard, Norfolk, to Commander Page, Virginia navy, regarding ordnance supplies.*

NAVY YARD, GOSPORT [NORFOLK], May 13, 1861.

SIR: You will, without delay, send to Richmond two 32-pounder 57-hundredweight guns, with carriages and equipments complete, to replace the two sent to Harper's Ferry.

Please report what became of the two 32-pounders of 27-hundredweight which were designed for the steamer *Keaney*, and also the number and caliber of guns intended for the *Rappahannock*, for which Captain Robb now awaits the arrival at Richmond.

Respectfully, etc.,

F. FORREST,  
*Commandant.*

Commander R. L. PAGE,  
*Ordnance Department, Navy Yard, Gosport [Norfolk].*

*Report of Colonel Taliaferro, Virginia forces, commanding at Gloucester Point, Va., of the movements of United States vessels near that place.*

HEADQUARTERS GLOUCESTER POINT, May 14, 1861.

COLONEL: \* \* \* An armed vessel of the United States steamed into York River yesterday and approached within some 3 miles of our works. She did not, however, venture to approach nearer, but seemed to be engaged in sounding the channel at the mouth of the river. No boats were sent out from her and no attempt made to land troops. Other steamers of the enemy have been observed in Mobjack Bay and just without the mouth of York River.

Our water battery is now armed with three 9-inch guns, and the men have been constantly instructed in the working of the guns by Captain T. J. Page, of the Navy.

Should the enemy land in force on this side of York River, either on the York or the waters of Severn, it would be necessary to resist them with a much larger force of infantry than that now at this post.

\* \* \* \* \*

Very respectfully, your obedient servant,

W. B. TALIAFERRO,  
*Colonel, Commanding Post.*

Lieutenant-Colonel R. S. GARNETT,  
*Adjutant-General.*