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ATLANTIC BLOCKADING SQUADRON.

FROM APRIL 4 TO JULY 15, 1861.



UNITED STATES STEAMER MINNESOTA.

## ATLANTIC BLOCKADING SQUADRON.

FROM APRIL 4 TO JULY 15, 1861.

*Order of the Secretary of the Navy to Commodore Stringham, U. S. Navy, to hoist his flag on board the U. S. S. Minnesota.*

NAVY DEPARTMENT, April 4, 1861.

SIR: You are relieved from duty as a member of the naval general court-martial now convened in this city, and also from special duty at Washington connected with the discipline of the service.

You will proceed to Boston, Mass., and when the U. S. steam frigate *Minnesota* shall be put in commission you will hoist your flag on board that vessel and await the further instructions of the Department.

I am, respectfully,

GIDEON WELLES.

S. H. STRINGHAM, U. S. Navy,  
Washington.

*Report of Flag-Officer Stringham, U. S. Navy, regarding the condition of the flagship Minnesota.*

NAVY YARD, BOSTON, April 11, 1861.

SIR: I have to report my arrival at this place in obedience to your order of the 4th instant. I find the ship in a rapid state of forwardness. Captain Hudson is driving as fast as possible, with every probability of having her ready for her officers and crew in about fifteen days.

I shall leave again for Brooklyn this afternoon to complete my necessary arrangements for sea, but shall return in a week to remain until the ship sails.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, U. S. Navy.

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

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, to proceed to Hampton Roads, Va.*

Confidential.]

NAVY DEPARTMENT, April 22, 1861.

SIR: The exigency of the times and recent developments render it necessary that there should be a change from the arrangement as understood in regard to your service at the time you left Washington. It

will therefore be necessary that you proceed immediately to the mouth of Hampton Roads with the *Minnesota*, to protect our commerce, suppress piratical or illegal demonstrations, and guard the public interests in that quarter.

As the mails and telegraph are interrupted, I send you these brief and general instructions by special messenger, who will deposit this letter in the New York post-office, or some other office beyond the point of interruption. I shall endeavor to send you more full instructions before your departure, but I would not have you delay sailing one moment after you can get underway for further orders. Details and special instructions can be communicated to you after your arrival at Hampton Roads, where your presence and that of your ship are required with all possible dispatch.

You will have seen the two proclamations of the President, one of the [15th]\* and the other of the [19th]† instant, and are generally advised of the unhappy condition of affairs. Since these proclamations were issued, there have been hostile and insurrectionary movements in and near the waters of the Chesapeake of a threatening character. It is reported that persons without authority have armed vessels under their command, with which they are harassing our commerce and committing other outrages, which you will take measures to prevent, capturing these violators of the public peace, and otherwise proceeding to vindicate the authority of the Government and the flag.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore S. H. STRINGHAM,  
*Steamer Minnesota, Boston.*

*Report of Flag-Officer Stringham, U. S. Navy, regarding the condition of the U. S. S. Minnesota.*

BOSTON, April 24, 1861.

SIR: I have the honor to inform you that I have this day, by publication, directed the officers of the *Minnesota* to report forthwith.

The ship, I think, will not be able to sail in less than twelve days.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

Hon. GIDEON WELLES.

*Report of Flag-Officer Stringham, U. S. Navy, acknowledging receipt of instructions.*

BOSTON, April 26, 1861.

SIR: Your letter of instructions, bearing date April 22, is received. I shall have the ship ready as soon as possible, and carry out your instructions of that date fully.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of Navy.*

\* Declaring insurrection to exist.

† Declaring blockade of the ports of the seceding States in insurrection.

*Report of Flag-Officer Stringham, U. S. Navy, regarding preparation of vessels at Boston.*

BOSTON, April 30, 1861.

SIR: I have no doubt the Department is very anxious about the speedy departure of the *Minnesota* and other vessels here. I can assure the Department everything is being done that can be to hasten the departure of all the vessels. Men are working day and night and no cessation on Sunday. The *Minnesota* is in rapid state of progress. This ship will be ready for her crew by Thursday. If possible we shall sail on Saturday, [I] think by Monday at furthest. May I ask the Department to furnish me with a list of the vessels that will be ordered to report to me as attached to my command?

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*HON. GIDEON WELLES,  
*Secretary of Navy.*

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*Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, appointed to command the blockading squadron, in regard to the institution of the blockade of Southern ports.*

NAVY DEPARTMENT, May 1, 1861.

SIR: You have been previously instructed to proceed to Boston, and when the U. S. steam frigate *Minnesota* should be put in commission to hoist your flag on board that vessel.

The President has found it necessary to issue proclamations closing the ports of those States which are resisting the laws of the Federal Government, and you have been selected to take command of the squadron that will carry into effect the proclamations at all the ports from the capes of the Chesapeake to the southern extremity of Florida and Key West, including the ports, rivers, and inlets of Chesapeake Bay.

Copies of the proclamation of the President issued on the 19th of April are herewith transmitted, together with instructions from the Department in relation to the blockade. A subsequent proclamation extends the blockade to the ports of Virginia and North Carolina.

The moment the *Minnesota* is ready for sea, you will proceed with her with all dispatch to Hampton Roads, at which point other steamers and vessels will be directed to rendezvous as they shall be fitted and equipped for service, for the purpose of receiving your specific instructions to establish and carry into effect the blockade, which must be strict and absolute.

The more immediate and effectual the blockade is instituted, the more speedy and advantageous will be its results. There is already a considerable naval force at Hampton Roads, waiting your orders as to their destination and service.

Instructions more full and more in detail will be forwarded to you on your arrival in the Chesapeake, and your proximity to the seat of Government will make communication with you easy.

Periodical supplies of coal and provisions will be forwarded to you and to the force before the different ports.

Before sailing from Boston you will have transmitted to the Department a complete muster roll of the crew of the *Minnesota* and a separate list of her officers.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Appointed to Command Blockading Squadron, Boston, Mass.*

[Enclosures.]

*By the President of the United States of America.--Proclamations.*

Whereas an insurrection against the Government of the United States has broken out in the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas, and the laws of the United States for the collection of the revenue can not be effectually executed therein, conformably to that provision of the Constitution which requires duties to be uniform throughout the United States; and

Whereas a combination of persons engaged in such insurrection has threatened to grant pretended letters of marque to authorize the bearers thereof to commit assaults on the lives, vessels, and property of good citizens of the country lawfully engaged in commerce on the high seas and in waters of the United States; and

Whereas an Executive proclamation has been already issued requiring the persons engaged in these disorderly proceedings to desist therefrom, calling out a militia force for the purpose of repressing the same, and convening Congress in extraordinary session to deliberate and determine thereon;

Now, therefore, I, Abraham Lincoln, President of the United States, with a view to the same purposes before mentioned, and to the protection of the public peace and the lives and property of quiet and orderly citizens pursuing their lawful occupations until Congress shall have assembled and deliberated on the said unlawful proceedings, or until the same shall have ceased, have further deemed it advisable to set on foot a blockade of the ports within the States aforesaid, in pursuance of the laws of the United States and of the law of nations in such case provided. For this purpose a competent force will be posted so as to prevent entrance and exit of vessels from the ports aforesaid. If, therefore, with a view to violate such blockade a vessel shall approach or shall attempt to leave either of the said ports, she will be duly warned by the commander of one of the blockading vessels, who will endorse on her register the fact and date of such warning, and if the same vessel shall again attempt to enter or leave the blockaded port she will be captured and sent to the nearest convenient port for such proceedings against her and her cargo as prize as may be deemed advisable.

And I hereby proclaim and declare that if any person, under the pretended authority of the said States, or under any other pretense, shall molest a vessel of the United States, or the persons or cargo on board of her, such person shall be held amenable to the laws of the United States for the prevention and punishment of piracy.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 19th day of April, A. D. 1861, and of the Independence of the United States the eighty-fifth.

[*L. S.*]

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD, *Secretary of State.*

Whereas, for 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 hereto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 27th day of April, A. D. 1861, and of the Independence of the United States the eighty-fifth.

[L. S.]

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD, *Secretary of State.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, appointed to command the blockading squadron, to hoist his flag at the fore-masthead.*

NAVY DEPARTMENT, May 1, 1861.

SIR: Having been over fifty years in the service, and nearly twenty as a captain, you will hoist your flag at the fore instead of at the mizzen of the *Minnesota*.

The Department in this instance suspends its general order of May 18, 1858, on the ground of your having seen nearly the requisite service as a captain in the Navy, and as an honor to the commander of the Coast Blockading Squadron.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, U. S. Navy,  
*Boston.*

*Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, appointed to command the Coast Blockading Squadron, regarding the blockade of Southern ports.*

Confidential.]

NAVY DEPARTMENT, May 1, 1861.

SIR: The President, by proclamation of 19th April, 1861, ordered a blockade of the ports within the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas; and by a supplemental proclamation of the 27th April, 1861, he extends the blockade so as to include the ports of Virginia and North Carolina. In pursuance of the laws of the United States and of the law of nations, in such cases provided, it becomes necessary that a competent force be posted so as to prevent the entrance and exit of vessels from the ports aforesaid.

With this view you will establish and enforce a blockade at each and all of the ports in the States enumerated east of Key West, and a sufficient disposable force will be placed under the command of yourself that you may carry these orders into effect. On you will devolve the duty of blockading all the ports east of Key West.

You will duly notify neutrals of the declaration of blockade, and give to it all the publicity in your power. The blockade must be strict and absolute, and only public armed vessels of foreign powers should be permitted to enter the ports which are placed in a state of blockade. To neutral or foreign vessels that are already in the ports, you will allow a reasonable number of days to leave them. The country relies upon your command, with the squadron of the Gulf, to make this blockade effectual, so as to close all the ports of the States above named, protect our commerce from the depredations of privateers, and contribute by your activity and vigilance to the speedy suppression of the insurrectionary movements and the adjustment of the present unhappy difficulties.

It will not be improper to state to you that a lawful maritime blockade requires the actual presence of an adequate force stationed at the entrance of the port sufficiently near to prevent communication. The only exception to this rule which requires the actual presence of an adequate force to constitute a lawful blockade arises out of the circumstance of the occasional temporary absence of the blockading squadron, produced by accident, as in the case of a storm, which does not suspend the legal operation of a blockade. The law considers an attempt to take advantage of such an accidental removal a fraudulent attempt to break the blockade.

You will permit no neutral or foreign vessel proceeding toward the entrance of a blockaded port to be captured or detained if she shall not have previously received from one of the blockading squadron a special notification of the existence of the blockade. This notification must be inserted in writing on the muster roll of the neutral vessel by the cruiser which meets her; and it should contain the announcement, together with statements of the day and the latitude in which it was made.

The United States have at all times maintained these principles on the subject of blockade, and you will take care not to attempt the application of penalties for a breach of blockade except in cases where your right is justified by these rules.

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

G. WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Coast Blockading Squadron.*

*Letter from Flag-Officer Stringham, U. S. Navy, appointed to command the Coast Blockading Squadron, to the Secretary of the Navy, requesting instructions regarding persons seeking protection of the United States flag.*

BOSTON, May 3, 1861.

SIR: I have the honor to address you, to ask if the Department has any further instructions to give me in reference to the important interests and duties which will devolve upon me to protect and perform, and I venture most respectfully to call the attention of the Department to one particular subject which I think must and will arise, and upon



which I shall no doubt early in my official position be called upon to decide and act. I refer to appeals which may be made to me by persons in the revolted States, perhaps elsewhere, for that protection and shelter which the American flag and those having it in charge always have afforded (as I trust it always will) to all claiming its shelter and protection. I respectfully call the attention of the Department to this important subject.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

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*Further instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, appointed to command the Coast Blockading Squadron, regarding the institution of blockade.*

Confidential.]

NAVY DEPARTMENT, May 4, 1861.

SIR: You received general instructions from the Department, under date of the 1st of May, for carrying into effect the blockade which the President has ordered, and which is the immediate and special object of your command. It was stated in those instructions that you would allow to neutral vessels in port a reasonable number of days to depart after the blockade should be established. The Department would in every instance allow at least fifteen days for vessels to depart, with or without cargo, after the blockade is set with a sufficient force. Notice should be given by such extended publicity as you can command at each and every port as soon as the blockade is established.

Commodore Pendergrast will inform you of the condition of affairs and orders received. He will also assist with the *Cumberland* in enforcing the blockade for the present.

I need not enjoin vigilance and promptness to prevent privateering and depredations; but I send herewith copies and extracts of letters received at the Department touching the movements on foot at Savannah.

It was the intention of the Department to have had the *Niagara* stationed at Savannah, but the intelligence received this morning induces a necessity that she should go into the Gulf, to intercept the vessels carrying arms to New Orleans and Mobile.

There are several vessels in the waters of the Chesapeake to aid you, and others which are being equipped will soon arrive out and report. The names, officers, crews, and armaments of these vessels are not yet reported in full to the Department, in consequence of the haste and activity necessary to get them afloat at the earliest moment.

Some of the vessels can, it is believed, aid in blockading the Mississippi and Mobile. But much must be committed to your judgment and discretion.

Commodore Mervine will shortly proceed to the Gulf with the *Mississippi*, and other vessels will be speedily dispatched to reinforce the blockading squadron and close Galveston and other ports.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Blockading Squadron.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, of the hoisting of his flag on the U. S. S. Minnesota.*

BOSTON, MASS., May 4, 1861.

SIR: I have the honor to inform the Department that I have this day hoisted my flag on board the U. S. steam frigate *Minnesota*. I shall proceed to sea the moment Captain Van Brunt reports the ship as ready. I most respectfully inform the Department that the paymaster is entirely without funds to make any advances. The officers have contracted some necessary debts for stores, etc., and to go to sea without being able to liquidate these debts will be most embarrassing. I respectfully suggest that the Department by telegraph authorize the navy agent here to supply the ship with funds.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, acknowledging the honor conferred by the Department.*

U. S. STEAM FRIGATE MINNESOTA,  
*Boston, May 6, 1861.*

SIR: I respectfully acknowledge the receipt of your esteemed favor, under date Navy Department, May 1, 1861, in which you inform me the Department has been pleased in my case "to suspend its general order of May 18, 1858."

The flattering terms contained in your communication ordering me to hoist my flag at the fore instead of at the mizzen of the *Minnesota*, where I had placed it, can only be returned by the assurance that I will endeavor to merit the high honor conferred, both by this mark of the confidence of the Department and the much greater one in being appointed at this important time and in our country's hour of trial as "commander of the Coast Blockading Squadron."

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, regarding the protection of American interests and citizens.*

Confidential.]

NAVY DEPARTMENT, May 6, 1861.

SIR: Yours of the 3d instant is received. Further instructions in relation to the blockade were sent to Old Point on the 4th instant, which you will have received on your arrival. Commodore Pendergrast will advise you of the steps he has taken. There will for a time be some irregularity in regard to the vessels composing the blockading

squadron, from the hasty manner in which the vessels and officers have been collected and equipped. This you will soon regulate after they shall have reported to you.

In addition to the instructions enjoining a vigilant guardianship of American interests, you will not fail, when invoked, to interpose the authority with which you are invested for the protection of those who claim shelter under the American flag. Let the emblem of our nationality, which you and our tars have supported with honor in every land, afford security to American citizens wherever they ask for its aid or seek its protection.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Blockading Squadron.*

P. S.—On the 2d instant the *Niagara* was ordered to proceed to Charleston and institute a rigid blockade. The day on which she sailed information was communicated to the Department of a large shipment of arms from England and Belgium to New Orleans, rendering it necessary that the *Niagara* should be detached from the Charleston blockade and proceed at once to the Gulf. You will find it necessary, therefore, to place a force before Charleston at the earliest possible moment to enforce the blockade.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, acknowledging Department's instructions.*

U. S. STEAM FRIGATE MINNESOTA,  
*Boston, May 7, 1861.*

SIR: I have the honor to acknowledge the receipt of orders dated Navy Department, May 1, 1861; also instructions in regard to blockading, bearing same date; also five copies of a proclamation by the President of the United States of America, dated Washington, April 19, 1861, declaring blockade of the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

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

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, of the departure from Boston navy yard of the U. S. S. Minnesota.*

U. S. STEAM FRIGATE MINNESOTA,  
*Boston Harbor, May 8, 1861.*

SIR: I have the honor to inform the Department that we left the wharf at the navy yard at about half past 8 o'clock this morning and are now leaving the harbor. I shall proceed to obey your instructions.

I am sorry to inform the Department that the ship sailed short of officers, in the absence of the captain of the marine guard, detached by your orders, received only the day before sailing, and that we are further short of a passed assistant surgeon, whom we need very much, because the fleet surgeon has always been sick at sea for the past ten years, and I fear it may be [the] case now. The assistant surgeon has never been to sea before. I hope these important officers may be provided at the earliest convenience.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer.*

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

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*Instructions from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, regarding the blockade of Charleston, S. C.*

Confidential.]

NAVY DEPARTMENT, *May 8, 1861.*

SIR: You were informed by letter on the 6th instant that Captain McKean with the *Niagara* had been ordered to proceed to the Gulf, and, in consequence of this, the port of Charleston would be relieved of the rigid blockade which it is a primary object to carry into full effect. The *Harriet Lane* being no longer necessary on the upper waters of the Chesapeake has been ordered to Hampton Roads to report to you for orders. You can, if you choose, direct that she perform blockade services before Charleston, or order her on other duty, as she has been placed by the Secretary of the Treasury at the disposal of the Navy Department.

It is the wish of the Department that the vessels composing the blockading squadron under your command should be stationed to duty at the different ports by yourself, and that you report to the Department in regard to them respectively, and from time to time, as you have facts or information concerning each.

It has been already stated that reasonable time should be allowed neutral vessels to leave ports after blockade commences, at least fifteen days, and you will notify the blockading squadron in every instance to this effect. There are rumors of privateers abroad, and fitting out. Whatever truth there may be in these rumors, it is essential there should be promptness and vigilance, not only in rigidly enforcing the blockade, but in capturing every piratical vessel or privateer on our coast. The vessels of the Navy, and those chartered and purchased for the emergency, destined for the coast blockade, will be sent to you from time to time as they are equipped and manned.

Should you order the *Harriet Lane* to Charleston, please forward any dispatches you may have, or that are on board the *Cumberland*, to Captain McKean, of the *Niagara*, who it is supposed is still before Charleston.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Blockading Squadron.*

*Order of the Secretary of the Navy to commandant navy yard, New York, regarding U. S. vessels Perry and Dawn.*

NAVY DEPARTMENT, *May 9, 1861.*

SIR: The moment the brig *Perry* or the steamer *Dawn* are ready for sea, you will direct them to proceed to Hampton Roads, Virginia, and report to Flag-Officer Stringham, or the senior commanding officer present, for service in the blockading squadron.

Before sailing you will have muster rolls of these vessels transmitted to the Department.

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 Captain Faunce, U. S. Revenue Marine, regarding U. S. S. Harriet Lane.*

Confidential.]

NAVY DEPARTMENT, *May 10, 1861.*

SIR: You will proceed to Hampton Roads, and report to Flag-Officer Stringham, of the Coast Blockading Squadron, who is or will soon be there, and report for such duty as he may order.

I am, sir, respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Captain JNO. FAUNCE,  
*Commanding Steamer Harriet Lane.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, regarding families of refugees.*

NAVY DEPARTMENT, *May 11, 1861.*

SIR: I send herewith a copy of the petition of sundry refugees from Norfolk to the President, asking a safe conveyance of their families to New York. It is the wish of the President that you extend such aid, in furtherance of their request, to their unfortunate families, as in your judgment the circumstances require.

I am, very respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Blockading Squadron.*

[Enclosure.]

BROOKLYN NAVY YARD, *May 7, 1861.*

SIR: We, the undersigned citizens of the United States of America, having been compelled to flee the State of Virginia because of our loyalty to our flag and our country, are under the necessity of applying to you for protection for our families (who being still in Virginia are exposed to the power of our enemies) and assistance in bringing them

hither. We believe we claim only that which the American Government owes to each and every one of its subjects. Our families being in Norfolk and Portsmouth, we would suggest that instructions be given to the commander of Fortress Monroe or of the ship *Cumberland* to take such steps as are necessary to secure them a safe conveyance to Old Point and thence to New York.

Your compliance with our request will ever be remembered with gratitude by your humble and obedient servants,

JAMES HEPENSTALL.  
WILLIAM H. LEWIS.  
ROBERT S. GILL.  
THOMAS NELSON.  
[And others.]

His Excellency ABRAHAM LINCOLN,  
*President of the United States of America.*

*Order of commandant navy yard, New York, to Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, to report for duty in Hampton Roads, Virginia.*

NAVY YARD, NEW YORK, May 11, 1861.

SIR: You will, without delay, proceed with the U. S. brig *Perry*, under your command, to Hampton Roads, Virginia, and report to Flag-Officer Stringham, or the senior commanding officer present, for service in the blockading squadron.

Before sailing you will transmit to the Department (through this office) a muster roll of your officers and crew.

Enclosed is a copy of an order from the Department, under date of the 27th ultimo, the receipt of which you will please acknowledge.

Very respectfully, your obedient servant,

SAMUEL L. BREESE,  
*Commandant.*

Lieutenant Commanding E. G. PARROTT,  
*U. S. Brig Perry, New York.*

*Report of commandant navy yard, New York, of the departure of the U. S. S. Dawn for Savannah River.*

NAVY YARD, NEW YORK, May 11, 1861.

SIR: I have the honor to inform the Department that the steamer *Dawn*, Commander Chandler, sailed at 5 o'clock this morning, directed to the Savannah River.

By the *Huntsville*, which leaves this morning for Charleston, I have sent orders to Commander Chandler (if he should be fallen in with) to proceed to Hampton Roads, as directed in the Department's order of the 9th instant.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

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

P. S.—The muster roll of the *Dawn* is herewith forwarded.

*Report of Captain McKean, U. S. Navy, commanding U. S. S. Niagara, of the capture of the ship General Parkhill.*

U. S. S. NIAGARA,  
Off Charleston, May 12, 1861.

SIR: I have the honor to report that I have taken as a prize and sent to Philadelphia, in charge of Midshipman Schley, the ship *General Parkhill*, of Charleston, from Liverpool, bound to Charleston. After being boarded by Lieutenant Potter, of this ship, informed of the blockade, and warned off the whole Southern coast, she edged in with signals flying in communication with the shore. The carpenter of the *General Parkhill*, J. G. Rose, states that after leaving Liverpool, she hoisted the Palmetto flag.

There is a letter on board from the owner or consignee in Charleston, directing the captain of the ship to procure a Palmetto flag in England, as the state of affairs here was such that it would be essential in entering port, as without it she would be fired into. There were two South Carolina flags on board.

As the crew of the *Niagara* is short of her complement, 178 men, and is now necessarily reduced ten more to man the prize, I beg that Mr. Schley and the men sent may be returned immediately with an additional number of men if possible. Our supply of coal is sufficient for ten days more only, and without coal this ship would be worse than useless here.

We have been busily engaged since our arrival, and have boarded and warned off eight vessels in the course of the two nights and a day that have elapsed.

Yesterday two armed steamers, accompanied as far as the bar by some thirty or forty large launches filled with men, made a demonstration in the direction of the *Niagara*, but before she could be brought sufficiently near for her guns to reach them they recrossed the bar. I have every reason to believe that an attack will be made upon this ship.

I have the honor to be, etc.,

WM. W. MCKEAN,  
Captain.

Hon. GIDEON WELLES, etc.

P. S.—I have written in haste as several steamers appear to be coming out, having a bark and large schooner in tow, and I wish to run in as close as possible. Armed steamers are constantly passing up and down the coast, but too close in to be reached by this ship. Steamers of light draft of water are essential to enforce the blockade.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, of arrival off Fortress Monroe, Va.*

U. S. STEAM FRIGATE MINNESOTA,  
Fortress Monroe, May 13, 1861—10 o'clock a. m.

SIR: I have the honor to inform the Department that we have arrived and are now safely at anchor off Fortress Monroe after a moderate passage. After consultation with Flag-Officer Pendergrast I will write more fully.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer.

Hon. GIDEON WELLES.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, informing him of the names of the vessels composing the blockading force.*

U. S. FLAGSHIP CUMBERLAND,  
Off' Fortress Monroe, Va., May 13, 1861.

SIR: I have the honor to inform you that the following vessels compose the blockading squadron in these waters: *Cumberland*, steamer *Star* [Monticello], *Quaker City*, steam tug *Yankee*, and steamer *Harriet Lane*, and steam tug *Young America*, used as a tender to this ship.

I beg also to inform you that the commandant of Fortress Monroe and myself have agreed upon the following night signals: In case of an alarm, a blue light will be burned; in case of an attack, a rocket will be sent up.

The fortress fires a gun in case of an attack.

Very respectfully, your obedient servant,

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

Flag-Officer SILAS H. STRINGHAM,  
Commanding U. S. Blockading Squadron, Hampton Roads.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, regarding proposed disposition of vessels.*

U. S. STEAM FRIGATE MINNESOTA,  
Hampton Roads, May 11, 1861.

SIR: I have the honor to acknowledge receipt of your further instructions in reference to blockading, bearing dates May 4, 6, and 8, 1861; also your favor of May 10, enclosing tide tables of points on the Chesapeake Bay and of the Potomac River.

I shall employ the steamer *Dawn*, commanded by Commander William Chandler, to aid in blockading in these waters, and send the *Harriet Lane* immediately to Charleston to relieve the *Niagara*, and when the *Massachusetts* and *South Carolina*, now fitting out at Charlestown [Boston] navy yard, shall arrive here, I shall employ them south, and think they will prove very serviceable vessels.

The wharf at Old Point is in a very bad state. I wish arrangements could be made with the Army to have it put in better condition.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Senior Flag-Officer Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, of the capture of schooners Mary Willis, Delaware Farmer, Emily Ann, and ship Argo.*

U. S. S. MINNESOTA,  
Hampton Roads, May 11, 1861.

SIR: I have the honor to inform the Department that I have this day captured three schooners (loaded with tobacco, from Richmond, Va., bound to Baltimore), under and by virtue of the proclamation of the



President of the United States, establishing a blockade of the States in rebellion against the Government. Their names are *Mary Willis*, *Delaware Farmer*, and *Emily Ann*. I have also captured the ship *Argo*, bound from the same place to Bremen. Some part of her cargo is said to be on foreign account, but she being an American vessel, I have not thought this sufficient to excuse her. As I shall have to send officers from time to time with prizes, I should be pleased if you can supply me with some passed midshipmen or midshipmen. The first three vessels have been sent by me under charge of Lieutenant N. O. Bryaut, U. S. Navy, to Philadelphia, and the *Argo* under charge of Midshipman R. S. McCook to New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Senior Flag-Officer Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, naming the commanders of the blockading vessels.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 14, 1861.*

SIR: I herewith give you a list of the commanders of the vessels comprising the blockading squadron: Sloop *Cumberland*, Captain John Marston; steamer *Star* [*Monticello*], Captain Henry Eagle; *Harriet Lane*, Captain John Faunce; steamer *Quaker City*, Acting Master Mather; steamer *Yankee*, Acting Master Germain.

Notification of a blockade was issued by me on the 30th of April.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
*Commanding Home Squadron.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding U. S. Blockading Squadron.*

*Report of commandant navy yard, New York, regarding U. S. brig Perry.*

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

SIR: I have to report the sailing of the U. S. brig *Perry*, Lieutenant E. G. Parrott, for the Chesapeake Bay.

Very respectfully, your obedient servant,

SAML. L. BREESE,  
*Commandant.*

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

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, regarding the services of steamer Quaker City.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 15, 1861.*

SIR: I have the honor to inform the Department that the steamer *Quaker City* has been doing great service up to this time gratuitously, and will thus continue to serve up to the 25th of May. As she is of

great service in her position at Cape Henry, please inform me on what terms I may keep her employed. I should think from \$500 to \$600 per day would be a liberal allowance. The steam tug you notified Flag-Officer Pendergrast was to be sent has not arrived. I shall be gratified to have her.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Senior Flag-Officer Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, of aid afforded to captain and crew of American bark D. C. Pearce.*

U. S. S. MINNESOTA,

*Hampton Roads, May 15, 1861.*

SIR: I have the honor to inform the Department that yesterday I received on board this ship the following persons, captain and crew of the American bark *D. C. Pearce*; also the daughter of the captain, viz, C. Gale, captain; Amelia Gale; Thomas Quayle, L. Crowell, Charles Daly, Charles Smith, Dennis Barkous, L. Euroth, and Thomas Godfrey, crew.

Captain Gale put in here in distress with his vessel a short time since. His vessel, valued at \$20,000, was taken from him and sunk in the channel at Norfolk.

These persons come properly under the instructions of the Department for protection by the American flag. They are yet on board this ship. I shall take advantage of the departure for Boston of the *Pembroke*, a Massachusetts steamer, to forward these persons immediately North, writing a letter to Governor Andrew, explaining all the circumstances of the case. I send copies of the original passes given these persons by Brigadier-General Gwynn and W. W. Lamb, mayor.

HDQRS. BRIGADIER-GENERAL COMMANDING FORCES IN NORFOLK HARBOR,

*Norfolk, Va., May 13, 1861.*

Permission is hereby granted C. Gale, captain of the bark *D. C. Pearce*, his daughter Amelia Gale, Thomas Quayle, L. Crowell, Charles Daly, Charles Smith, Dennis Barkous, L. Euroth, and Thomas Godfrey, crew of said bark, to leave this harbor, by the river or otherwise, for the State of Ohio. For this purpose they will pass the batteries.

By order of Walter Gwynn, brigadier-general commanding forces in Norfolk harbor:

SAM. WATTS,

*Aid-de-Camp.*

MAYOR'S OFFICE, Norfolk, May 13, 1861.

C. Gale, captain of the bark *D. C. Pearce*, recently taken and sunk as an obstruction to prevent ingress into this harbor, and his daughter Amelia Gale, and Thomas Quayle, L. Crowell, Charles Daly, Charles Smith, Dennis Barkous, L. Euroth, and Thomas Godfrey, crew of said bark, wish to return to Ohio, and in my opinion there is no cause to object to their doing so.

W. W. LAMB,

*Mayor.*

Trusting I have not exceeded instructions, and hoping this will meet the approbation of the Department,

I am, respectfully, your obedient servant,

S. H. STRINGHAM,

*Senior Flag-Officer Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary Navy.*

*Letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, acknowledging receipt of communication regarding batteries on York River.*

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.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, transmitting copy of instructions regarding renewal of oath of allegiance and making acting appointments.*

NAVY DEPARTMENT, May 16, 1861.

SIR: I herewith enclose for your information and guidance, in cases where they are applicable, a copy of instructions in relation to administering anew the oath of allegiance, making acting appointments, etc., issued by the Department on the 13th instant, to the commandants of certain navy yards.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Coast Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

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 employes 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.

\* See vol. 4, p. 381.

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.

*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding steamer Keystone State, to proceed to New York for the examination of that vessel as to availability for naval use.*

NAVY DEPARTMENT, May 16, 1861.

SIR: After receiving on board the steamer *Keystone State* the munitions, etc., to be shipped to New York, you will proceed with her to that port.

The Department has directed Commodore Breese to have the *Keystone State* examined as to her availability for naval purposes. When the examination is completed, you will return with her to the navy yard, Washington, bringing such provisions, etc., as are ready to be shipped to this point.

You will take charge of any mail or other matter now at the Washington yard intended for the squadron in Hampton Roads and deliver it.

Flag-Officer Stringham has been directed to aid, as far as in his power, sundry refugees from Norfolk in obtaining a conveyance to New York. You will communicate with him on the subject at Hampton Roads and afford a passage to New York to any of the refugees that he may direct.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,

*Commanding Steamer Keystone State, Washington, D. C.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Coast Blockading Squadron, transmitting list of steamers employed about Charleston, S. C.*

NAVY DEPARTMENT, May 16, 1861.

SIR: I herewith enclose a statement of the number and character of vessels said to be employed about Charleston; also additional tidal data of the Chesapeake Bay.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

BOSTON, May 11, 1861.

SIR: I was at Charleston, S. C., a few weeks since and ascertained the number and kind of steamers owned and employed there, and

thinking it might possibly be of service to the Department to know (I have since my return been informed by a reliable party) that the following vessels are now in that port:

Steamer *Nashville*, about 1,500 tons, side-wheel.

Steamer *Isabel*, about 1,000 tons, side-wheel, strong boat.

Steamer *Oakaba*, about 700 tons, side-wheel.

Steamer *Magordon*, about 700 tons, side-wheel.

Steamer *Carolina*, about 700 tons, side-wheel.

Steamer *William Seabrook*, about 700 tons, side-wheel.

Steamer *Emma*, about 350 tons, side-wheel, new boat.

Steamer *Cecil*, about 500 tons, side-wheel.

Steamer *General Clinch*, about 250 tons, side-wheel.

Steamer *Nino*, about 200 tons, tugboat.

Steamer *Lady Davis*, about 250 tons, tugboat.

Hoping the above may be of service to you, I remain, your obedient servant,

HARRISON LORING.

Hon. GIDEON WELLES,  
*Secretary U. S. Navy, Washington, D. C.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Lieutenant-Colonel De Russy, U. S. Army, regarding use of tug.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 16, 1861.*

SIR: Your communication \* of this date has been received. You can have the tug for the purposes you wish.

I will make your wish known to Flag-Officer Stringham.

Very respectfully, your obedient servant,

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

Lieutenant-Colonel DE RUSSY,  
*Corps of Engineers, U. S. Army.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, changing the name of his squadron to Atlantic Blockading Squadron, and designating the vessels of his command.*

Confidential.] NAVY DEPARTMENT, May 17, 1861.

SIR: The name of your squadron will be the Atlantic Blockading Squadron, and will be composed of the following-named vessels, viz:

*Minnesota, Cumberland, Perry, Harriet Lane, Dawn, Monticello, Union, Reliance, Resolute, Daylight, Mount Vernon (to return from the Gulf), Penguin, Albatross, Wabash, and Commander Ward's flotilla.*

I am, very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Hampton Roads.*

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, changing the name of his squadron to West India Squadron, and designating vessels of his command.*

Confidential.]

NAVY DEPARTMENT, May 17, 1861.

SIR: The name of your squadron will be the West India Squadron, and will be composed of the following-named vessels, viz:

*Roanoke, Macedonian, Bainbridge, Vandalia.*

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Hampton Roads.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding flagship Roanoke.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 17, 1861.*

SIR: I have the honor to acknowledge the receipt of the Department's letter, under date of May 15, informing me that the steam frigate *Roanoke* was fitting out at New York as my flagship, and desire to express to the Department the great satisfaction the receipt of that letter gave me.

I would also state that if the *Cumberland* sustained any injury to her copper in forcing her way over the obstructions in Hampton Roads, it is very desirable that she should be docked next month, as the worms commence their depredations in the first part of June.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding Home [West India] Squadron.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding fresh-water supply.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 17, 1861.*

SIR: I have the honor to inform the Department that I have made enquiries in relation to fresh water, and find outside of the fortress about 130,000 gallons in cisterns and about 40,000 gallons on the Rip Raps, and within the fort about 125,000 gallons; in addition to this, wells could be sunk in the fort, from which a considerable supply could be had.

I would also state that in the direction of Hampton and within range of the guns of the fort an unlimited supply of good water can be had for the use of the squadron and fortress from wells.

Mr. Edward Olayton, of No. 134 Lee street, Baltimore, has offered to the commandant of the fort to supply good water at the rate of 1,000 to 50,000 gallons per day if tanks or casks were furnished him for that purpose, if the Department so desires it.

I would also state that the land in and around the fort being of sand is such that wells could be sunk anywhere and good water procured.

If the Department should make enquiries and find Mr. Clayton (who is connected with the Baltimore waterworks) to be a reliable man, and tanks were furnished him, with the assistance of a steamer, this place could be supplied with an abundance of good water at all times.

I have not seen Mr. Clayton, and therefore can not state his terms.

I have the honor to be, very respectfully, sir, your obedient servant,  
G. J. PENDERGRAST,

*Flag-Officer, Commanding Home [ West India ] Squadron.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Endorsement.]

I have been here so short a time that I am unable to give any opinion on the above subject.

Respectfully forwarded.

S. H. STRINGHAM,  
*Senior Flag-Officer.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving the names of captured vessels.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 17, 1861.*

SIR: I have the honor to inform the Department that since my arrival here I have captured the following vessels, some of which are now here, others dispatched under charge of officers:

Ship *Argo*, from Richmond, with tobacco; sent to New York in charge of Midshipman McCook.

Schooner *Almira Ann*, from Chickahominy River, with ship timber, which, being very much needed at Fortress Monroe for building platforms, etc., I have ordered to be discharged for the use of this fort.

Schooner *Emily Ann*, from Richmond, with tobacco.

Schooner *Mary Willis*, from Richmond, with tobacco.

Schooner *Delaware Farmer*, from Richmond, with tobacco.

The three schooners last above named I have sent to Philadelphia, in charge of Lieutenant N. O. Bryant, to be delivered over by him to the U. S. district judge, with further orders to report his arrival to the Department.

Ship *North Carolina*, from Havana, in ballast, bound to Norfolk, Va., and there owned, I have placed in charge of Lieutenant J. G. Mitchell, with orders to proceed to New York.

Schooner *J. H. Etheridge*, from Petersburg, Va.; cargo, tobacco.

Schooner *Mary*, from Richmond, Va.; cargo, tobacco.

Schooner *William and John*, from Petersburg, Va.; cargo, tobacco.

Schooner *Industry*, from Richmond, Va.; cargo, hay and steam boiler.

Schooner *William Henry*, from Richmond, Va.; cargo, tobacco.

Schooner *Belle Conway*, from Richmond, Va.; cargo, tobacco.

The last six named schooners will be sent to Philadelphia as soon as possible, to be delivered into custody of the proper judicial authority, with the exception of the schooner *Industry*, whose cargo I have ordered to be discharged for the use of Fortress Monroe, after which, from the

very insignificant value of the schooner herself from age and general decay, I shall allow the captain to depart with her.

All the above vessels have been captured by me for attempting to violate the blockade, which has been fully established here and of which notice has been given.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Senior Flag-Officer Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging Department's communications.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 17, 1861.*

SIR: I have the honor to acknowledge the receipt of yours dated Navy Department, May 11, 1861, with the enclosed copy of petition of sundry refugees from Norfolk, to the President. I will endeavor fully to carry out the wishes of the President as expressed in your letter of the 11th.

I also acknowledge receipt of yours of May 14, enclosing copy of letter from Commodore Breese of May 11.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Senior Flag-Officer Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting instructions regarding disposition of small captured vessels.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 17, 1861.*

SIR: I should be pleased to receive instructions from you in regard to vessels which are disposed to violate the blockade, yet are too small and worthless to go to the expense of sending as prizes, yet which may be used to convey troops and munitions from point to point in these waters.

With your authority I will act according to my best judgment and under surveys as to their being worthy to be sent forward as prizes or destroyed. Or shall I send them to the nearest point, Baltimore?

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Senior Flag-Officer Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*



*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the capture of bark Star.*

U. S. S. MINNESOTA,  
Hampton Roads, May 17, 1861.

SIR: I have the honor to inform the Department that I have just seized the American bark *Star*, from Richmond, bound to Bremen, tobacco loaded.

I shall send her forward to New York as a prize.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Senior Flag-Officer Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

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*Order of the Secretary of the Navy to Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, to report for duty in Hampton Roads.*

NAVY DEPARTMENT, May 17, 1861.

SIR: The U. S. steam frigate *Wabash*, under your command, is to form a part of the Coast Blockading Squadron, of which Captain S. H. Stringham is the flag-officer.

As soon, therefore, as she is prepared for this service, and in all respects ready for sea, you will proceed with her to Hampton Roads, Virginia, and report to Flag Officer Stringham for further instructions.

Before your departure from New York, transmit to the Department a muster roll of the *Wabash*, and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain SAMUEL MERCER,  
Commanding U. S. Steam Frigate *Wabash*, New York.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival at Hampton Roads of U. S. vessels Perry and Keystone State.*

U. S. S. MINNESOTA,  
Hampton Roads, May 18, 1861.

SIR: I have the honor to inform the Department (through the medium of the steamer *George Peabody*, which only touches here for a very short [time] on her way to Washington) that the brig *Perry* and steamer *Keystone State* have arrived but this moment.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Senior Flag-Officer Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, making suggestions in view of change of flagship.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 18, 1861.

SIR: As the steam frigate *Roanoke* has been ordered as my flagship I respectfully suggest to the Department that I be authorized to send this ship to New York under Captain Marston for the double purpose of having her bottom examined, and that the officers and crew of this ship may be transferred to the *Roanoke*. I would also state to the Department that in case Flag-Officer Stringham should leave here, I can transfer my flag to any one of the vessels composing the blockading squadron, or take up my residence at Fortress Monroe, and superintend the blockade of the ports of Virginia under general instructions from Flag-Officer Stringham. I would also avail myself of this opportunity to state that no paymaster has yet arrived here, and it is indispensable for the comfort of the officers and crew that one should be sent here with as little delay as possible, and before this ship sails for New York. I would also respectfully request that Commander J. B. Marchand be ordered to the Home Squadron as captain of the fleet and inspector of ordnance.

I have the honor to be, very respectfully, sir, your obedient servant,  
G. J. PENDERGRAST,

*Flag-Officer, Commanding Home [West India] Squadron.*

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

*Instructions of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, to blockade the harbor of Fernandina, Fla.*

U. S. S. MINNESOTA,  
Hampton Roads, May 18, 1861.

SIR: Herewith find enclosed copies of the proclamations of the President of the United States in reference to blockading.

You will proceed off the harbor of Fernandina, Fla., and the mouth of St. Mary's River.

I wish to impress upon you the importance of maintaining a strict blockade, preventing the ingress and egress of all vessels, excepting under the following exception:

NAVY DEPARTMENT, May 4, 1861.

The Department would in every instance allow at least fifteen days for neutral vessels to depart, with or without cargo, after the blockade is set with sufficient force.

You will not capture or detain any foreign vessel proceeding toward the entrance of a blockaded port if she shall not previously have received from one of the blockading squadron a special notification of the existence of the blockade, provided she has not contraband goods on board.

This notification must be inserted in writing on the muster roll of the neutral vessel by the cruiser which meets her, and it should contain the announcement, together with statements of the day and the latitude and longitude in which it was made.

Wishing you a pleasant voyage, I am, respectfully, your obedient servant,

S. H. STRINGHAM,  
*Senior Flag-Officer Blockading Squadron.*

Lieutenant Commanding ENOCH G. PARROTT,  
*U. S. Brig Perry.*

*Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, regarding provisions and water for his vessel.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 18, 1861.*

SIR: After cruising off the harbor of Fernandina until you get nearly out of provisions and water and you find no opportunity to supply yourself there, you can return to this place to obtain supplies or to Key West. I desire you to remain as long as possible on your cruising ground, and if there is any way of obtaining supplies of wood and water there, you will do so.

You will take all means in your power to make known the establishment of the blockade. If you have opportunity to communicate with me from time to time, please do so.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Senior Flag-Officer Blockading Squadron.*

Lieutenant Commanding ENOCH G. PARROTT,  
*U. S. Brig Perry.*

*Instructions from the Secretary of the Navy to Flag-Officer Stringham U. S. Navy, commanding Atlantic Blockading Squadron, regarding matters pertaining to his command.*

NAVY DEPARTMENT, *May 18, 1861.*

SIR: Your letters of the 15th and 17th instant have been received.

Protection to certain citizens in the insurgent States has been from time to time enjoined by the President. In relation to the disposition of the persons whom you may capture, much must from the necessity of the case be submitted to your own good judgment, in which the Department has full confidence.

Perhaps Baltimore, although the nearest port, may not be the best to which to send the vessels that fall into your hands.

There will doubtless be many cases involving new questions that you may find it difficult to decide, but the courts of admiralty must dispose of them, having the facts submitted. It is desirable that a rigid and efficient blockade should be enforced at every point committed to your jurisdiction at the earliest possible moment. The Department has decided to purchase the steam tug *Yankee*, now employed in and about Hampton Roads. The officers, crew, and engineers now serving on board are to continue and will be paid by her present owners up to the 25th of this month, inclusive, when you will make such temporary

appointments for the *Yankee* as she may require. The conditions stated in the copy of instructions sent to you on the 16th instant refer rather to the large purchased and chartered vessels. Such as the *Yankee* will not require so many officers, and it is left to your discretion to arrange them.

It is proposed by the owners of certain bay steamers to run their boats between Baltimore and Fortress Monroe, carrying the mail and affording fresh supplies, provided, in your opinion, the strict requirements of the blockade are not interfered with. You may permit this arrangement, giving the necessary orders to the various commanders not to interfere with the vessels. All the boats and steamers armed in the Chesapeake are under your command, and are to be disposed of so as best to accomplish the objects intended.

Major-General Butler, with a large force, will be ordered to Hampton Roads, and you will communicate and cooperate with him.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding cargo of schooner H. N. Farnham.*

NAVY DEPARTMENT, May 18, 1861.

SIR: Herewith you will receive a copy of a letter which was transmitted to the Secretary of the Treasury and forwarded by him to the Secretary of State, who has communicated the same to this Department with a recommendation that "in view of the facts and circumstances as represented in the documents, the commander of the blockading squadron in that quarter be instructed to allow the property to leave Norfolk on its way to its original destination."

In pursuance of this recommendation you will permit Mr. Albert Adams, the authorized agent of the parties, to pass the property specified.

I am, respectfully, your obedient servant,

[GIDEON WELLES.]

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure No. 1]

CUSTOM-HOUSE, COLLECTOR'S OFFICE,

*Boston, May 14, 1861.*

SIR: Albert Adams, esq., the bearer of this letter, is on his way to Norfolk, Va., for the purpose of obtaining and sending forward a part of the cargo of schooner *H. N. Farnham*, heretofore unlawfully detained at that port, but which is now ready to be given up. He desires permission to export it thence to this or some other Northern port, and such permission I trust you will give him.

Mr. Adams will present to you a statement of this case drawn up by John S. Tyler, esq., of this city, which I have examined and which I am satisfied is perfectly correct. The parties to whom the property

is consigned are well-known merchants of this city, and the nature of most of the property is such that unless it comes forward very soon the result will be nearly or quite a total loss.

Mr. Adams himself is a loyal man and entirely reliable.

Very respectfully, your obedient servant,

J. Z. GOODRICH,  
Collector.

Hon. S. P. CHASE,  
Secretary of the Treasury, Washington.

[Enclosure No. 2.]

BOSTON, May 11, 1861.

SIR: I have the honor to represent to you, in behalf of the owners and master of the schooner *H. N. Farham*, that said vessel [sailed] from Wilmington, in the State of North Carolina, on or about the 29th of March, 1861, with a cargo of cotton, pitch, spirits turpentine, lumber, and peanuts, bound for this port; that on the 2d of April following she sustained damages in gales of wind, which caused her to leak and made it necessary to put into port for repairs; that she did put into the port of Norfolk, and there discharge her whole cargo and undergo repairs; that after the repairs were made part of the cargo was taken in, but before the lading was completed the vessel was forcibly seized by persons claiming to act under the authority of the State of Virginia, and holes bored in her bottom for the purpose of sinking her in the channel way; that this intention was abandoned and the vessel restored to the master, who immediately left Norfolk with that part of the cargo then on board, and arrived at this port the 28th of April ultimo.

On discharging the cargo and comparing the quantity delivered with the quantity shipped, it appears that the following-described merchandise was left at Norfolk, viz:

One hundred and eighty-eight barrels of spirits turpentine, consigned to Frederic Kiddor & Co.; 50 barrels of spirits turpentine, consigned to Thomas Simmons & Co.; 3 barrels of spirits turpentine, consigned to Stimson, Valentine & Co.; 59 barrels spirits turpentine, consigned to Charles Smith; 77 barrels spirits turpentine and 49 bales cotton, consigned to H. O. Thacker; 53 bags peanuts, consigned to P. G. Munro; 35,059 feet lumber consigned to Edward D. Peters & Co.

All of which said property is now at Norfolk, and the parties concerned therein propose to send Albert Adams, esq., to Norfolk, with instructions to obtain said property and reship the same.

Now, the parties concerned, in view of the disturbed condition of affairs, deem it important to obtain from the Government of the United States special instructions to the officers at and near Norfolk that said cargo be permitted to pass over to Fort Monroe and by water to some Northern port or place, and to this end they beg that you will furnish Mr. Adams a letter of introduction to the Secretary of the Treasury, that he may procure such instructions as may be deemed needful and expedient.

Respectfully, your obedient servant,

JOHN S. TYLER.

Hon. J. Z. GOODRICH,  
Collector of Boston.

*Engagements of the U. S. steamers Monticello and Thomas Freeborn with the Confederate battery at Sewell's Point, Va., May 18 and 19, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. MINNESOTA,  
Hampton Roads, May 19, 1861.

SIR: I have the honor to report to the Department that Captain J. H. Ward arrived here yesterday in company with two small schooners and a very small steam tug, in addition to the one commanded by himself. About the time of his arrival I heard and saw firing from Captain Eagle's vessel, the *Star* [*Monticello*], now actively blockading the mouths of James and Elizabeth rivers. I immediately ordered Captain Ward to go up to him. He found a battery being erected by the rebels from Norfolk, which, with the aid of the *Star* [*Monticello*], was partially destroyed.

Captain Eagle is very vigilant in the performance of his duty on that station.

I yesterday had the honor of a visit from Senators Wade, Chandler, and Morrill, with some gentlemen traveling in their company. They desiring to return direct to Washington, I ordered Captain Ward to convey them in his steamer, with further orders to look in at the mouths of the Virginia rivers on his way up and down, and to return to this place as soon as possible. I hope this will meet your approval.

This afternoon (Sunday), about 5:30 p. m., Captain Eagle, in the *Star* [*Monticello*], again opened fire upon the battery referred to above with a heavy gun and a small one (he only carries two), and fired with promptness and spirit until he exhausted his ammunition, when he returned to this ship.

I shall supply him with ammunition, and in the morning he will proceed to his original blockading station.

I have the honor to enclose to the Department a copy of the report of Captain Henry Eagle, commanding U. S. S. *Star* [*Monticello*].

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Senior Flag-Officer Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure]

U. S. S. STAR [*MONTICELLO*], May 19, 1861.

SIR: From the time I reported to you yesterday I kept a strict watch on the movements of the enemy in and about the Sewell's Point battery. Several noises were heard during the night, but not distinct enough for me to trace them. At 5:30 p. m. I heard distinct blows, as if from an ax, securing timber platforms for gun carriages inside of the embrasures, and immediately I ordered a shot to be fired over them. The rebels immediately hoisted a white flag, with some design on it, and fired a shot that cut the fore-spencer vang near the gaff. I immediately went to quarters and returned their fire, which was continued by them. I expended 15 stand of grape, 12 10-inch shot, 32 10-inch shell, 10 shell for 32-pounders, and 45 32-pound shot, making a total of 114 shots, which I think did some execution among the rebels. I only desisted for want of ammunition, having only 5 8-pound charges remaining for the pivot gun. I regret that want of ammunition compelled me to retire, as I am satisfied I could have silenced the battery

in a short time. I can not too highly praise the courage and patriotism of the officers and men under my command. They acted nobly and with great coolness, as the repeated firings, as above, will show. The action continued from 5:30 p. m. to 6:45 p. m., a duration of one hour and fifteen minutes. The battery is masked, thirteen embrasures having been erected behind a sand bank. The rebels had three rifled cannon and fired several volleys of minie balls, which struck the ship. The ship was struck five times by rifled cannon shot in the hull and upper works. The damage can be repaired by ourselves. I herewith enclose the report of the medical officer of this ship, by which you will perceive that two men were slightly wounded during the action.

I can not close this communication without calling the attention of the flag-officer to the valuable services of Lieutenant Daniel L. Braine, who had charge of our pivot, and who, during the whole action, displayed great coolness and skill in its management.

Very respectfully, your obedient servant,

HENRY EAGLE,

*Captain, and Commanding U. S. S. Star [Monticello].*

Flag-Officer S. H. STRINGHAM,

*Commanding Home Squadron, Frigate Minnesota.*

Report of Lieutenant Braine, U. S. Navy, U. S. S. *Monticello*, regarding duty performed by him on board the U. S. S. *Thomas Freeborn*.

U. S. S. MONTICELLO,

*Hampton Roads, May 22, 1861.*

SIR: In compliance with your request that I render you a statement in writing of the part which the steamer *Thomas Freeborn* took in firing into an unfinished battery above Sewell's Point, I have to state that after we had fired a number of times from the U. S. S. *Monticello*, the steamer *Thomas Freeborn* came along and Commander Ward came on board. I went with him in his boat to the *Thomas Freeborn*, and took the vessel at his request in as close to the earthworks as I thought necessary. Commander Ward then fired a number of shot from his forward gun, a heavy 32-pounder, which did some slight injury to the embrasures. There were some twelve or fourteen shots fired in all, and the *Thomas Freeborn* then withdrew from her position and returned to Hampton Roads. While on board the *Freeborn*, I did not see any armed men in the battery nor any pieces of ordnance.

I am, respectfully, your obedient servant,

D. L. BRAINE,

*Lieutenant, Commanding.*

Captain HENRY EAGLE, U. S. Navy.

Report of commandant navy yard, Washington, giving results of examination of fragments of shell extracted from the U. S. S. *Monticello*.

COMMANDANT'S OFFICE, NAVY YARD,

*Washington, May 30, 1861.*

SIR: I have just examined the fragments of a shell from the rifled gun at Sewell's Point that lodged in the *Monticello*, late *Star*, from which I find the following:

First. The gun has the bore of a 3-pounder and the shell weighed probably 5 to 7 pounds.

Second. The shell is made of the kind patented by Dr. Reed, of Alabama, and now owned principally by Mr. Parrott, of Cold Spring.

Third. I have tried this kind to some extent, and know that they are not very accurate, though useful in some particular cases.

Fourth. The sand bank in front of these guns alone prevented the 10-inch shells of the *Monticello* (distant half a mile) from entirely destroying the battery.

Fifth. The *Monticello* was in no material danger from shells so small, as regards her hull, but they would have been serious to her boilers.

I have the honor to be, very respectfully, your obedient servant,  
**JNO. A. DAHLGREN,**  
*Commandant.*

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

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Reports of Brigadier-General Walter Gwynn, C. S. Army, commanding at Norfolk.

NORFOLK, VA., *May 20, 1861.*

The enemy fired on the unfinished battery at Sewell's Point on the 18th, but did no damage. There were at that time no guns mounted or nearer than Norfolk. I sent forward three guns immediately and two of the rifled cannon. Got them in position at 5 p. m. on the 19th. Soon after the enemy opened fire, which was returned and kept up one and a half hours, when the vessel from which the guns were fired withdrew. A fuller report will be made to-morrow. Just returned from Sewell's Point. Reports in from the pickets at all points.

No immediate attack apprehended. Troops thrown forward and in position. Confidence of making defense good. I am strengthening to some extent my position. Want 600 laborers, and am reinforcing the batteries, which takes off so many men that additional troops are required.

WALTER GWYNN.

R. S. GARNETT,  
*Adjutant-General Virginia Forces.*

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HEADQUARTERS FORCES OF VIRGINIA AROUND NORFOLK,  
*May 20, 1861.*

SIR: I have the honor to inform you that late in the evening of the 18th instant I received intelligence of an attack made by the enemy's steamer *Monticello* on the unfinished works at Sewell's Point. This battery was not sufficiently advanced at the time to receive its armament and garrison. The *Monticello* carried three guns, one of which was a heavy 10-inch Dahlgren. With these she kept up a constant fire with solid shot and shell for more than an hour, when a steam tug from Old Point carrying one gun came to her aid, and the two vessels continued the cannonade until the close of the day without any serious injury to the works. The tug then returned to Old Point, and the *Monticello* moored, with broadside on, with the intention, apparently, of continuing the attack, in order to demolish the works or prevent their progress. Early on the morning of the 19th I hurried on the guns and equipment, and repaired to Sewell's Point, to expedite the works for their reception, and by 5 p. m. succeeded in getting three 32-pounders and two small rifled guns into position, while detachments of



infantry and artillery, ordered from neighboring posts, occupied the battery and contiguous points. During all this time the *Monticello*, apparently not suspecting the operations going forward, was engaged in preparing for another effort, by calculating the range and distance and adjusting her guns to suit. With instructions to Captain Colquitt, of Georgia, to whom I gave command of all the forces and guns at the post, to continue the preparations, reserving his fire until the enemy renewed the cannonade, I returned to Norfolk. At 5:30 o'clock the *Monticello* again opened fire from all her guns, and with much greater precision than on the preceding day. It was instantly returned and with such effect that she was driven off and returned to Old Point. The engagement continued for an hour and a half without intermission on either side, and, though the enemy's fire was well directed, one shell bursting within an embrasure and several others directly over the battery, while solid shot repeatedly passed through the embrasures and struck the crest and sides of the merlons, hurling masses of earth from the outside among the gunners, I am happy to inform you that no casualty of moment occurred to the troops, nor was material injury done to the battery. What damage or loss was sustained by the enemy I was not able to discover, but his retreat indicated that our fire had become too warm for further endurance. As early as I received information of the second attack and repulse, I ordered forward more troops and hastened during the night to Sewell's Point to make such other dispositions as might be necessary to defend the post against any further and more formidable assaults which the enemy's large naval and military forces at Old Point would enable him to make.

I can not close this brief account of the engagement without expressing my admiration of the enthusiasm and bravery manifested by the troops. Where officers and men displayed so much merit it would be invidious to discriminate, and I therefore refer you to the accompanying report of Captain Colquitt for further particulars. His position, as commanding officer of the post, gave him an opportunity of displaying the qualities which adorn the soldier, and the general appreciation of his gallantry and merit by those under his command enable me to commend him most warmly to your consideration.

In conclusion, I would state that, in consequence of the want of a Virginia or Confederate flag for the occasion, the flag of Georgia, belonging to Captain Colquitt's company, was planted on the ramparts during the engagement, and, while the hottest fire was prevailing, two members of his company, whose names I will forward you when reported to me as deserving particular notice, fearlessly passed to the outside of the battery and deliberately removed the sand and other obstructions to the range of one of the guns while shot and shell were striking all about them.

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

WALTER GWYNN.

Major-General LEE,

*Commanding Forces of Virginia, Richmond, Va.*

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Report of Captain Poyton H. Colquitt, C. S. Army, commanding at Sewell's Point.

SEWELL'S POINT, VA., May 19, 1861.

SIR: I have the honor to report to you an engagement this evening between the Confederate troops, consisting of the City Light Guards,

Columbus, Ga.; Woodis Rattles, Captain Lamb; detachment of the Norfolk Juniors, under Lieutenant Holmes; detachment of Light Artillery Blues, under Lieutenant Nash, all under my command, and the steamer *Monticello* and Federal steam tug, which lasted for one hour and a half, in which nobody was hurt on our side. The enemy fired with great accuracy, several balls passing through the embrasures of the fort, one striking a 32-pounder within the battery, and one shell bursting in the fort. From three to five shots from our battery took effect, we think; others struck around the steamer. The troops acted with great bravery, and I had to restrain them in their enthusiasm. The flag of Georgia was hoisted over the fort in the absence of the Confederate flag. Our firing was less frequent than that of the enemy, as our ammunition was scarce; only two rounds left after the engagement. Your aids, Major William E. Taylor, R. R. Collier, and Colonel Thomas Newton, were present and aided in the struggle.

I have the honor to be, your obedient servant,

PEYTON H. COLQUITT.

Major-General GWYNN.

*Commanding Forces, Norfolk Harbor.*

P. S.—Two members of the City Light Guards (Georgia) dug away the sand in front of one of the portholes during the hottest of the fire.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, suggesting service for U. S. sloop Cumberland.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 19, 1861.*

SIR: In forwarding Flag-Officer Pendergrast's communication \* of May 18, 1861, to the Department, I take the liberty of making a single suggestion in reference to the disposition of the *Cumberland*, growing out of the fact of the certain presence of large steamers at Charleston, as per communication containing list of vessels as furnished by Mr. H. Loring, of Boston, to the Department.

I respectfully suggest, if the Department sees fit to comply with Commodore Pendergrast's suggestions of taking up his quarters at Fortress Monroe (to which I see no objection), that the *Cumberland*, instead of going immediately to New York, be first sent off Charleston (where only the small steamer *Harriet Lane* now is) to cruise until she can be relieved by one of the large vessels daily expected to report here for service, after which the *Cumberland* might proceed to New York.

I inferred from your communication of May 4, 1861, that I might employ the *Cumberland* on blockading duty, but only at this port, and therefore my suggestion.

Very respectfully, your obedient servant,

S. H. STRINGHAM,

*Senior Flag-Officer Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, suggesting immediate occupation of Cape Henry, Virginia, by troops.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 19, 1861.*

SIR: I take the liberty of suggesting to the Department the very great importance of keeping perfectly free and clear the navigation of the Chesapeake, and of taking means immediately to prevent any occupation of Cape Henry by the rebels of Virginia.

If they choose to occupy the cape with guns, they can prevent the ingress of vessels of large size or at least do great damage.

I would respectfully suggest the immediate occupation of that point by a force of at least a thousand men and some heavy guns. With boards the soldiers could easily erect quarters ample and comfortable for the present, and that point once occupied could be readily defended, and if necessary supported by the fleet.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Senior Flag-Officer Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Capture of the ship A. B. Thompson, by the C. S. S. Lady Davis, off the coast of South Carolina, May 19, 1861.*

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting request of the owner of ship A. B. Thompson.

NAVY DEPARTMENT, *June 27, 1861.*

SIR: I herewith enclose a copy of a letter that has been referred to the Department by the Honorable William [P.] Fessenden, in relation to the ship *A. B. Thompson*, of Brunswick, Me., which was captured near Savannah by the rebel steamer *Lady Davis* and taken to Beaufort, S. C., on the 21st ultimo.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

PORTLAND, *June 22, 1861.*

DEAR SIR: On the 21st ultimo, my ship *A. B. Thompson*, of Brunswick, Me., of 980 tons, was taken, after leaving Savannah on the day previous, off Portugal Bay, by steamer *Lady Davis*, Captain Pelot, and taken to Beaufort, S. C., as we learn from our correspondent at Savannah, Ga. I have not received any information from the captain since she left Savannah.

She is rather a fast sailer; she will make the rebels a good sloop of war. She can be converted into a steamer and would make a formidable privateer. Please represent this to our Government at Washington. She is worth about \$30,000 to me, or us. They will confer a great favor on us if they will send a steamer, take her out, and tow her to sea. We presume her whole crew are on board.

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

DANIEL HOOD.

Hon. WILLIAM [P.] FESSENDEN.

Letter from R. C. Gilchrist, C. S. prize commissioner, to the judge of the C. S. district court, transmitting papers in the case of prize ship A. B. Thompson.

CONFEDERATE STATES OF AMERICA,  
*South Carolina District:*

I would respectfully report to your honor that Lieutenant Pelot, of the U. S. S. *Lady Davis*, appeared before me on the 22d day of May, 1861, and delivered to me all the papers of the ship *A. B. Thompson*, taken as prize by the said steamer *Lady Davis*.

The said papers and an inventory of the same are herewith filed. On the 24th of May I went to Beaufort, where the said ship was moored, to take possession of her as prize commissioner. I found her safely anchored under the guns of the *Lady Davis* and guarded every night by a detachment of nine soldiers from the fort. I immediately proceeded to examine the officers and crew on the standing interrogatories propounded by the court, and I herewith file the full and explicit replies given by the captain, the first and second mates, and two of the most intelligent of the crew, the largest proportion of whom were foreigners, unable to speak our language.

I made a thorough examination of the whole vessel. There was no cargo on board. Hereto annexed is an inventory of all I could find. I placed a seal on Marryat's signal flags, but told the captain of the prize ship that he and his crew could use the ship's stores so long as they remained by the vessel.

For the purpose of securing the ship I had all the sails unbent and stowed away in the hold; the running tackle was likewise taken down, so that the vessel is completely dismantled. The officers of the *Lady Davis* still remain in charge of the ship and should the steamer be ordered off before the ship is more completely in the custody of the court, a guard will be detailed from the fort.

The officers and crew of the prize ship still remain on board.

All of which is respectfully reported.

R. C. GILCHRIST,  
*C. S. Prize Commissioner.*

Hon. A. G. MAGRATH,  
*Judge, Confederate States Court.*

[Enclosures.]

*Examination in preparatorio of officers and crew of prize ship A. B. Thompson, taken by the U. S. S. Lady Davis.*

CONFEDERATE STATES OF AMERICA,  
*South Carolina District:*

I would respectfully report the following testimony taken upon the standing interrogatories.

R. C. GILCHRIST,  
*Prize Commissioner, C. S. A.*

Hon. A. G. MAGRATH,  
*Judge of the Confederate States Court for South Carolina District.*

Examination of Captain HUSSEY:

To the first interrogatory: I was born in the town of Greene, in the State of Maine. I live at West Woodstock, Conn.; have lived there five years. I am a citizen of the State of Connecticut.

Second interrogatory: I was present at the time of the taking of the ship *A. B. Thompson*, and was in command of her.

Third interrogatory: The ship was about 10 miles east of Savannah bar, as nearly as I can judge, at the time she was taken. She was taken last Sunday, the 19th of May, 1861, about 11 o'clock a. m. She was carried into Beaufort Harbor. The reason given me, was that I did not have a proper clearance from Savannah, and on that account she was seized. The ship sailed under the American or United States colors. I had no other national colors on board, but had some Marryat's signal colors and a flag with the ship's name on it. I had those signal flags to communicate with other vessels or with the shore in case anything was wanted. No resistance was made to the seizure. We were taken by the steamer *Lady Davis*.

Fourth interrogatory: F. A. Hussey is the name of the commander of this ship. I am the commander. The owners appointed me. Captain James M. Small, my predecessor, delivered to me the possession of the ship. I took possession of her at Antwerp, Belgium, on the 18th day of March, 1861. I live, as I have before stated, at West Woodstock, Conn.; was born in the town of Greene, Me., and am a citizen of the United States.

Fifth interrogatory: The tonnage of my ship is 980 tons, or thereabouts. There were twenty-three, counting mariners and officers, on board. The mariners were principally foreigners—some Irish, some English, and some Dutch. There was one American. I can't say positively whether there were any more. They were shipped in Antwerp, by two shipping masters whom I employed for that purpose, somewhere between the 20th and 25th of March, 1861.

Sixth interrogatory: Neither I nor any of the officers or mariners had or have any part, share, or interest in either the vessel or cargo. She had no cargo, only ballast. I belonged to the vessel at the time of her seizure, was master of her; I have only known this ship from the 18th of March last; I never saw her before I took command of her.

Seventh interrogatory: The ship's name is *A. B. Thompson*; she has been called by this name since she was first registered, some eight years ago. She has never had any other name, so far as I know. I left Antwerp on the 27th day of March and sailed directly for Savannah, Ga. I arrived in Savannah last Friday, the 17th of May. My voyage was to commence at Antwerp and then sail to Savannah, where I was to receive further orders. I expected to receive my orders from the pilot. The pilot told me that he was not allowed to deliver letters to ships outside. I therefore left my ship off Tybee light and went up to Savannah, where I received orders from the owners of the ship to take her to Hampton Roads; but hearing that harbor was blockaded, I concluded to take the ship to New York. I left Savannah with the ship about 9 o'clock Sunday morning, and had just got sail on my ship when I was taken. The ship was in ballast about 400 tons, sand and stone; she had no cargo, and had none from the time of leaving Antwerp.

Eighth interrogatory: The owners are Daniel Hood, of Portland; A. D. Thompson and George Mustard and others, of Brunswick [Me.]. The names of the owners are found on the register. I know it from the fact of their engaging me to take charge of the ship and from seeing their names on the register. They are citizens of the State of Maine.

Ninth and tenth interrogatories: There was no lading on board the vessel; nothing but ballast, which belongs to the ship.

Eleventh interrogatory: There was no charter party signed for the voyage.

Twelfth interrogatory: The only papers on board the vessel were the register, crew lists, manifest, clearance, and log book; these were all

delivered to the commander of the steamer *Lady Davis*. There are some old papers now on board relating to former voyages.

Thirteenth interrogatory: There were no passengers on board the ship.

Fourteenth interrogatory: The ship was steering for New York at the time she was pursued and taken. Her course was not altered.

Fifteenth interrogatory: The ship did not have any guns mounted.

Sixteenth interrogatory: I have already fully answered to the best of my knowledge and belief.

F. A. HUSSEY.

Sworn to this 24th May, 1861.

R. O. GILCHRIST,  
*U. S. Commissioner.*

CONFEDERATE STATES OF AMERICA,  
*South Carolina District, Port of Beaufort:*

Before me personally appeared Benjamin R. Bythewood, collector of the port of Beaufort, who upon oath says, that under the notification made to him of the prize ship *A. B. Thompson*, now in the said port, by R. O. Gilchrist, commissioner, and the order of his honor Judge Magrath, of the Confederate court, he has delivered all persons found on board the ship *A. B. Thompson* into the custody of the military officer of the Confederate States in command at this port; and further does certify that he has this day posted a copy of the monition, dated the 3d day of June, A. D. 1861, upon the mainmast of the prize ship *A. B. Thompson*, now lying in this port.

[SEAL.]

BENJ. R. BYTHEWOOD,  
*Collector.*

Sworn before me this 8th day of June, A. D. 1861.

WM. J. DE TREVILLE,  
*Magistrate.*

OFFICE ASSISTANT TREASURER OF CONFEDERATE STATES,  
*Charleston, November 6, 1861.*

SIR: Mr. H. Y. Gray, district clerk, has deposited with me to the credit of the treasurer, the proceeds of the prize ship *A. B. Thompson*, amounting to \$14,350.41.

Very respectfully, your obedient servant,

B. C. PRESSLEY,  
*Assistant Treasurer.*

Hon. C. G. MEMMINGER,  
*Secretary of the Treasury, Richmond, Va.*

Petition of Stephen Elliott et al., stating the grounds of their claim to share in the prize ship  
*A. B. Thompson.*

[JUNE 24, 1861.]

THE CONFEDERATE STATES OF AMERICA,  
*District of South Carolina:*

The petition of Stephen Elliott, jr., B. W. Slowman, R. M. Fuller, H. O. Morgan, J. W. Bold, H. E. [C. M. ?] Bold, R. M. Fuller, sr., H. M. Fuller, H. [M.] Zealy, [Philip] P. Murray, S. E. Blount, S. E. Barnwell, M. W.

Fripp, J. S. Gibbes, William Thompson, Thomas B. Catherwood, [Charles H.] Willeox, and J. E. Chaplin showeth unto your honor that a libel has been exhibited and filed in your honorable court against the ship *A. B. Thompson*, captured on the high seas by the Confederate steamer *Lady Davis*, Lieutenant Pelot commanding, and a monition has been issued citing all who have or pretend to have any right, title, claim, interest, property, or demand whatsoever in, to, or out of the said ship, to be and appear before your honorable court on Monday, the 24th day of June, anno Domini 1861.

And the petition further showeth that the said Stephen Elliott, jr., being a captain, the said B. W. Slowman and R. M. Fuller, jr., being sergeants, and the rest of your petitioners being privates in the Beaufort Artillery, a company in the military service of the State of South Carolina, and stationed in garrison at Fort Littleton, a military post near Beaufort in the said State, do claim an interest in the said captured ship *A. B. Thompson*, as joint captors thereof, under the following circumstances, to wit: That on the morning of the 18th of May, A. D. 1861, Lieutenant Pelot, commanding the *Lady Davis*, called upon the said Captain Elliott and requested him to bring on board of the *Lady Davis* a detachment of his men and accompany him outside of the bar, to which request Captain Elliott assented, but that the weather proving unfavorable the expedition was abandoned and Captain Elliott and his detachment landed at the fort with the understanding that their services would be required the following day. That on the following day, the 19th of May, A. D. 1861, Lieutenant Pelot called upon Captain Elliott and took him, two sergeants, and sixteen privates, being your petitioners, completely armed, and also took Captain Elliott's boat in tow and proceeded across Port Royal bar. About 8 miles beyond the bar, the *Lady Davis* hailed the ship *A. B. Thompson*, and at the suggestion of Captain Elliott, Lieutenant Pelot ordered her to be boarded. Lieutenant Stockton, of the *Lady Davis*, then boarded the ship from Captain Elliott's boat, accompanied by Captain Elliott and one of the detachment from Fort Littleton, who was stationed at the signal halyards to cut them in case of foul play. After some conversation with the captain the boarding party returned to the *Lady Davis* and Lieutenant Stockton went on board, soon after which Lieutenant Pelot, coming to the side of his vessel, asked Captain Elliott whether he would take the *Thompson* to Charleston, to which Captain Elliott replied that he deemed such an attempt injudicious in view of the blockade then existing at that port. Lieutenant Pelot then asked whether Captain Elliott would take the *Thompson* to Port Royal, to which he consented. Lieutenant Stockton and Captain Elliott then returned to the ship *A. B. Thompson*, taking with them Privates R. M. Fuller, J. E. Chaplin, and M. W. Fripp, who guarded the hatchway, while the master of the ship was sent to the *Lady Davis* and the boat then returned bringing Sergeant B. W. Slowman, Privates H. E. [C. M. ?] Bold, J. W. Bold, H. C. Morgan, H. M. Fuller, H. [M.] Zouly, C. [H.] Willeox, and three or four of the crew of the *Lady Davis*. Lieutenant Stockton then placed the vessel under the command of Captain Elliott, who gave the courses to the helmsman and the necessary orders. After passing the shoals at the mouth of the harbor, the *Lady Davis* hailed the ship and directed it to follow in her wake, but finding that this direction brought the ship into shallow water, where she struck and ran great danger of finally stranding, Captain Elliott changed her course and brought her to Beaufort.





Deponent also thinks that the statement in the petition with regard to the conversation between Lieutenant Pelot and Captain Elliott on the Saturday preceding the capture is correct, from what he has heard from Lieutenant Pelot.

Deponent further states that there were on board of the *Lady Davis* at the time of the capture of the *Thompson*, the following officers: Lieutenant Thomas P. Pelot, U. S. Navy, commanding; deponent, lieutenant in South Carolina Navy, second in command; James Pelot, assistant surgeon, of State of South Carolina; Midshipmen Thomas and Walker, also of the State service; also two engineers, Geddes and Yates, appointed by the State; one ship's steward, three quartermasters, and no extra petty officers, and, as well as deponent remembers, twenty seamen, firemen, and coal heavers; but this will appear by the log book of the *Lady Davis*.

Deponent further says that the *Lady Davis* is about 250 tons burden, and the *Thompson* is about 980 tons, and the number of the crew on the *Thompson* was about twenty-three.

Deponent further states that in his opinion the soldiers under the command of Captain Elliott did duty on this occasion as marines.

E. O. STOCKTON,  
*Lieutenant, U. S. Marines.*

Sworn to before me this 20th June, 1861.

R. C. GILCHRIST,  
*U. S. Commissioner.*

Deponent wishes to add to his testimony written above that Captain Elliott went on the steamer *Lady Davis* at the invitation of Lieutenant Pelot, and it was not at the request of Lieutenant Pelot.

E. O. STOCKTON,  
*U. S. Marines.*

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Testimony of Lieutenant Thomas P. Pelot.

Lieutenant THOMAS P. PELOT, U. S. Navy, being duly sworn, says:

Examined by Mr. TRESGOTT:

I was in command of the steamer *Lady Davis* at the time of the capture of the ship *A. B. Thompson*. The crew consisted of twenty-three men, myself, and the officers who were with me. Lieutenant Stockton, Surgeon Pelot, Midshipmen Walker and Thomas, Chief Engineer Geddes, Assistant Engineer Yates, Pilot Murray, were the officers. We likewise had Captain Elliott, of the Beaufort Volunteer Artillery, and about fifteen or twenty of his men. On Saturday, the 18th of May, I went to see Captain Elliott at his residence, and asked him to go on board the *Lady Davis* as a pilot, to which he agreed. On our way to the boat to embark he asked if I would allow some of his company to go on board, to which I consented, limiting the number to a dozen, and promised to call at the fort for them. On the same day, with these persons on board, we proceeded to the bar, but, in consequence of the threatening appearance of the weather, we returned and landed the members of the Beaufort Volunteers. Captain Elliott asked me to call on the following day, as I told him I was going out, and receive him and a part of his company on board, which in courtesy I accepted. On the following day (Sunday, the 19th) we proceeded over the bar. We saw the *A. B. Thompson* making sail in the offing, standing to the northward. We approached her, ordered her to show her colors and heave to. Ordered

Lieutenant Stockton to board her and examine her. Lieutenant Stockton returned and reported that the ship was the American ship *A. B. Thompson*, of Maine, cleared at the port of Savannah by the deputy collector. Ordered Lieutenant Stockton to take a prize crew from the men of the *Lady Davis* and take charge of her. Requested Captain Elliott to pilot the ship into Port Royal, which request he acceded to. Captain Elliott went on board the ship in the capacity of pilot at my request. When we took Captain Elliott and his men on board we took their boat in tow at the same time. When Lieutenant Stockton boarded the ship, I think he boarded her in Captain Elliott's boat, or rather the boat in which they came on board. When Lieutenant Stockton first went on board he was accompanied by Captain Elliott, but not at my request. I ordered Lieutenant Stockton to man the boat, but did not specify what men were to go on board. There were some of Captain Elliott's men in the boat. After Lieutenant Stockton returned to the *Lady Davis* and reported, I requested Captain Elliott to pilot the ship into Beaufort, but do not remember the details of the conversation. I had a pilot of my own on board, whom I retained to pilot the *Lady Davis*. Lieutenant Stockton then returned to the ship, taking Captain Elliott and some of his men with him. When Lieutenant Stockton returned, he sent the captain and officers of the *Thompson* and her papers back to the *Lady Davis* by my orders. The prize crew was then sent back to the ship. I detailed that crew (I think there were six), consisting of the men of the *Lady Davis*. Some of the men of Captain Elliott's company accompanied the prize crew; they asked my permission to do so, and I granted it, having no right to detain them. I think they were all armed. I know nothing of what took place on board of the ship after Lieutenant Stockton took charge of her. While we were going into port I ordered Lieutenant Stockton to give me a hawsor to tow the ship, which I afterwards countermanded. I ordered Lieutenant Stockton to follow in our wake. I ordered Lieutenant Stockton to cross the bar under topsails. A portion of the way she followed in our wake. Lieutenant Stockton asked permission to bring the ship in without regard to my previous orders, as he had been advised to do so. The *Lady Davis* and prize went in company to the town of Beaufort. The prize crew remained on board the ship until sunset. Lieutenant Stockton came on shore about that time and said that he had left a party of Captain Elliott's men in charge of the ship. I requested Captain Elliott to retain a guard on board the vessel. They have been in charge of the ship until a few days ago. The twenty-three men on board the *Lady Davis* allowed me only six men to send on board the ship as a prize crew. When I invited Captain Elliott to go with me on the 18th, it was with the intention of attacking the *Perry*, an armed vessel of the U. S. Navy. The object of the expedition on the 19th was the same. I never had any conversation with Captain Elliott about a list of the men who accompanied him.

Cross-examined by Mr. MILES:

I took command of the *Lady Davis* on the 10th or 11th of May, by order of Governor Pickens. I then had my commission from the Confederate States. I had orders from Governor Pickens to report to Commodore Tattnall, who was in command of this division. I considered that the *Lady Davis* was then in the Confederate service. The engineer may have been in the Confederate service; none of the others were. The crew was reenlisted into the Confederate service the day after the

capture. The officers of the State were then dismissed between that and the 1st. The *Lady Davis* had a 24-pound howitzer and a rifle cannon; they both belonged to the State. The howitzer was turned over to the Confederate service; the rifle cannon still belongs to the State. The *Lady Davis* is now at Beaufort, under the command of Lieutenant Rutledge.

I considered the men of Captain Elliott's company as my guests. Captain Elliott was absolutely necessary to me, because I did not have my pilot, but the men were not necessary to me. I intended to fight the *Perry* at a long range with my rifle cannon. I had no idea of coming within range of her guns. I had no intention of boarding her, and marines would have been of no use to me. My pilot had returned the following day; I therefore did not ask Captain Elliott to go with me, but he asked me to call for him, which I agreed to do, and also to take some of his men. I did not need or desire their assistance; I gave no command to Captain Elliott or any of his men. Before the capture, Captain Elliott was on my boat as guest; after the capture he was on the prize as pilot. The men were the whole time as guests.

All my orders were given to Lieutenant Stockton and Midshipman Walker. Captain Elliott did not claim to me to participate in the prize money resulting from the capture either at the time or after the capture. I considered that he was entitled to remuneration for his services as pilot, but his men were entitled to nothing, unless Lieutenant Stockton had used any of them in the same capacity. The *Lady Davis* was 250 tons; the prize ship about 998 tons. After taking out the prize crew, I had men enough on board the *Davis* to perform all the necessary duties, and the men I put on board were sufficient, under the circumstances, to man the prize. The crew of the ship assisted in working her in; there was no resistance offered. I first knew of the claim of Captain Elliott through the publication in the *Courier* a few days ago. I received my orders from the Secretary of the Navy to go on board the *Lady Davis* on the 18th of May.

THOS. P. PELOT,  
*Lieutenant, U. S. Navy.*

Sworn to before me this 3d July, 1861.

R. C. GILCHRIST,  
*U. S. Commissioner.*

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Testimony of William W. White.

WILLIAM W. WHITE being duly sworn, says:

Examined by Mr. TRESGOT:

I am clerk and bookkeeper in the State treasury of South Carolina. The payment of the Government of the Confederate States to the State of South Carolina for the steamer *Lady Davis* was made on the 7th of May, 1861, in a check for \$32,000, which check passed through my hands.

WM. W. WHITE.

Sworn to before me this 3d July, 1861.

R. C. GILCHRIST,  
*U. S. Commissioner.*

## Testimony of Robert M. Fuller.

ROBERT M. FULLER, being duly sworn, says:

Examined by Mr. TRESGOT:

I am a member of the Beaufort Volunteer Artillery, now in the service of the Confederate States. In May last I was in the service of the State, and employed in garrison duty in Fort Littleton. I was one of the detachment of the company on board of the *Lady Davis*. The list of the company as read to me is a true list of the company composing such detachment, as far as I can remember. I went on board of the *Lady Davis* on Saturday; we all went on armed and took our own rations with us. We returned that same afternoon, and the next day the steamer returned for us and took us on board. I was not one of those who boarded the *Thompson* for the examination of her papers. I went the second trip of the boat when a transfer of her officers was made. The party on board the boat was composed of sailors who rowed the boat, but did not go on board the ship. Lieutenant Stockton, Captain Elliott, Mr. Fripp, Mr. Chaplin, and myself, and perhaps Midshipman Walker, went on board the ship. Regular posts were assigned to us; we were all stationed by the hatchway, armed with cutlasses and pistols; we were the only armed persons on board. The officers were then transferred to the *Lady Davis*. Midshipman Walker, I believe, went in the boat with the officers and steered the boat. When the boat returned it brought back some three or four of the crew of the *Lady Davis* and a further detachment of our company. The sailors of the *Lady Davis* were armed with cutlasses and pistols; our muskets were brought to us from the *Lady Davis*, and we were regularly stationed in various points about the ship. When we went on board our detachment understood that we were to take part in whatever service might be on hand, and on this account we took our arms along with us. I know nothing of the conversation which took place between Captain Elliott and Lieutenant Pelot. Lieutenant Pelot extended an invitation to the detachment while they were on the steamer on Saturday, to accompany the steamer the next day. We were stationed over the ship at various points by Captain Elliott.

Cross-examined by Mr. MILES:

I am a private in the Beaufort Volunteers. I acted under Captain Elliott's orders. Lieutenant Pelot did give some orders. When we were going to the ship Lieutenant Pelot objected to some one or two, myself particularly, that were going in the boat, thinking, I supposed, that the boat was overloaded. He gave other orders with regard to the part of the *Lady Davis* we were to occupy. The *Thompson* was really under the command of Captain Elliott; Lieutenant Stockton was only his mouthpiece, to issue the orders to the crew, as I understood it. The ship was worked entirely by her own crew, and the detachment of the company and the *Lady Davis's* crew did the same service, viz, keeping guard over the vessel and crew generally. The crew of the ship seemed to work very cheerfully; there was no resistance. The members of our company were all gentlemen of Beaufort.

In reply by Mr. TRESGOT:

When we came in sight of the *Thompson* we were assigned positions on board the *Lady Davis* by Captain Elliott.

R. M. FULLER.

Sworn to before me this 8th July, 1861.

R. C. GILCHRIST,  
C. S. Commissioner.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the seizure of English bark Hiawatha.*

U. S. S. MINNESOTA,  
Hampton Roads, May 20, 1861.

SIR: The bark *Hiawatha*, an English vessel, was seized this morning. She offers the excuse that they did not hear of the blockade except within the time allowed by a liberal construction of the terms of the blockade.

I am far from being satisfied with this vessel's presenting a state of facts warranting me in allowing her to pass out with her cargo.

The captain's remark of high freights is the true solution of the delay. I have ordered her to New York to await judicial investigation.

I hope this will meet your approbation.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Senior Flag-Officer Blockading Squadron.

HON. GIDEON WELLES,  
Secretary Navy.

*Order of the Secretary of the Navy to Commander Lee, U. S. Navy, commanding U. S. ship Vandalia, to report for duty in the West India Squadron.*

NAVY DEPARTMENT, May 20, 1861.

SIR: As soon as the necessary repairs upon the U. S. sloop of war *Vandalia* are completed, you will proceed with her to Hampton Roads, Virginia, and report to Flag-Officer Pendergrast, commanding West India Squadron, for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander S. PHILLIPS LEE,  
Commanding U. S. Sloop of War *Vandalia*, New York.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding administration of oaths of allegiance.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 20, 1861.

SIR: I have the honor to inform the Department that I yesterday administered the oath of allegiance to the officers and crew of this ship.

They all took the oath, with the exception of three officers, who are absent on duty.

The oaths signed by the officers are herewith enclosed.

The three officers absent will be sworn on their return to the ship.

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

G. J. PENDERGRAST,  
Flag Officer, Commanding West India Squadron.

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

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding transportation to the North of families of refugees.*

U. S. S. MINNESOTA,  
Hampton Roads, May 21, 1861.

SIR: I have the honor to inform the Department that, in compliance with your instructions of May 11, 1861, containing a copy of petition to the President of the United States from certain persons, former residents of Norfolk and Portsmouth, Va., that I immediately sent Commander A. Ludlow Case with a flag of truce to Norfolk, who had an interview with the military authorities, who promised to forward the objects of the flag. In compliance with which promise, the enclosed advertisement was made, and yesterday a steamer from Norfolk, in charge of the late Commander Thomas T. Hunter, of the Navy, delivered on board the steamer *Keystone State* between 75 and 100 women and children. The steamer would have proceeded immediately to sea, except for a heavy gale then blowing, and which yet continues from the northeast.

She will proceed to New York as soon as the wind subsides. The steamer *Star* [*Monticello*] has again been fired on from the rebel batteries this morning. I think I will send up the *Cumberland* and prevent the completion of this battery.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Senior Flag-Officer Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary Navy.*

[Enclosure.]

*Special notice.*

To-day a steamer will leave the railroad wharf, Portsmouth, under a flag of truce, to visit the Federal fleet off Old Point Comfort, for the purpose of taking to that place all women and children who may wish to join their Northern friends.

The boat will start at 12 m., and all desirous of leaving will please report themselves on board before that time.

The families of the following persons have already permission to leave in the steamer: James Hepenstall, L. T. Barnard, J. Lucas, George Richard Boush, John Harbonner, Jos. D. Knapp, Thomas Nelson, Robert Gill, John Butler, W. H. Lewis, James H. Hardwick.

By order of the commander in chief:

THOMAS T. HUNTER,  
*Commander, Virginia Navy.*

*Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding establishment of an efficient blockade.*

NAVY DEPARTMENT, May 21, 1861.

SIR: Your dispatches numbered from 1 to 10, inclusive, have been received.

The Department would impress upon you the necessity of a rigid blockade of the port of Charleston, and trusts that no effort will be spared to make it effective.

The *Niagara* was ordered to that duty, but important information as to large shipments of arms to New Orleans and Mobile imposed upon the Department the necessity of changing her destination to the Gulf. To supply her place until further disposition could be made, the Department on the 8th instant ordered that the *Harriet Lane* should perform that service, unless you made other efficient arrangements.

It is rumored that the *Niagara* has left her station off the port of Charleston, and that the blockade is not effective. Trusting that such is not the case, but informing you of the report, the Department would impress upon you the necessity of dispatching, if you have not already done so, a sufficient force to close the harbor of Charleston, and there should be no letting up of the blockade at that, nor indeed at any other point.

It is desirable that Savannah should also be blockaded, and the force at your disposal already is believed to be sufficient for that purpose. As soon as possible an interdiction of all intercourse with the States in insurrection should be instituted and established and every port effectually closed. This is a primary object, and our naval force should not be delayed from its execution or diverted to any other purpose. I take it for granted that the *Minnesota* will not have left Hampton Roads before the receipt of this dispatch, but as early thereafter as in your judgment the circumstances will warrant it is desirable that the force which can be spared from the Chesapeake should be set before the other ports on the coast, and especially before the two important ones indicated.

In a few days the *Wabash* will join your command and perform duty wherever you shall direct. A list of sixteen vessels to constitute a part of the Atlantic Blockading Squadron has already been transmitted to you. Others of our public vessels, as soon as they can be got in readiness, will join you, not only those repairing at the yards, but others returning from foreign stations.

Commodore Pendergrast will for the present remain at his station with the *Cumberland* while you are absent with the *Minnesota*, and will have, in addition to such other vessel or vessels as you may order, Ward's flotilla to carry out his command. The arrival of the *Freeborn* of this flotilla will enable you to send the *Dawn* on more effective service. Under no circumstances should the blockade once established be raised.

To your judgment and discretion the Department confides the duty of establishing the blockade.

Before your arrival on your station special instructions were, from the necessity of the case, given to such vessels as were dispatched to check the insurgents and carry out the purposes of the Government in closing the ports. These commanders had general instructions to capture privateers, vessels having arms, munitions, or articles contraband of war, or which were sailing under any authority or pretended authority not known or recognized by the United States.

Each and all of these vessels from the Chesapeake to Key West, whatever may have been their previous general orders, are subject to your command.

The importance of your movements and the great interests involved to the Government and country will render frequent and detailed reports from you necessary.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, May 23, 1861.

SIR: I have the honor to acknowledge receipt of your letter of May 17, with list of vessels to compose the Atlantic Blockading Squadron.

As soon as the *Wabash* arrives I shall send her off Charleston.

Not being acquainted with the force or character of the other vessels, except as follows, I can not now say the exact disposition I shall make of them.

*Brig Perry* will leave immediately for the coast of Florida.

*Harriet Lane* [is] very serviceable for the Chesapeake. She can not carry coal except for a few days.

*Dawn* [is] very good for blockading York River.

*Monticello* [is] now engaged in blockading James and Elizabeth rivers, under command of Captain Henry Eagle. A most efficient vessel.

*Union* [has] not arrived; can not speak of her.

*Reliance* is about the size of a frigate launch. She could not go into the Chesapeake Bay with the wind we have had last day or two.

*Resolute*, a sister vessel, I am informed, to the *Reliance*.

*Daylight*, *Mount Vernon*, *Penguin*, and *Albatross* have not arrived. I can not, therefore, speak of them, and can only repeat that nothing shall be wanting on my part with the vessels. The Department has assigned me to keep as strict a blockade as possible on the Atlantic coast.

I am glad to hear the Department has purchased the *Yankee*. She is serviceable here, only requiring to have metal on her to protect from worms.

I again call the attention of the Department to the *Quaker City*. She is a most efficient steamer and is doing excellent service in boarding everything at Cape Henry. I hope she will be retained here, though I think \$500 or \$600 per diem will be fair allowance.

I also acknowledge receipt of your favor of May 18. I have and shall continue to give full protection to all claiming shelter of the American flag.

I shall exercise my best judgment in reference to disposition of prizes which I may take. This had led me to send the vessels thus far to Philadelphia and New York, which I shall continue, unless otherwise advised, except in case of small vessels, which I may send to Washington, not being willing to trust them to sea.

I shall be most happy to communicate and cooperate with Major-General Butler on his arrival here. Since commencement of the above letter the *Union* has arrived.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence in the case of captured steamer Uncle Ben.*

NAVY DEPARTMENT, May 23, 1861.

SIR: Herewith you will receive a copy of a letter of the Secretary of State, dated the 20th instant [ultimo], and also copies of the letters



therein referred to, concerning the seizure and detention of the steamer *Uncle Ben*, at Wilmington, N. C.

You will be pleased to carry out, as far as may be expedient, the recommendation of the Secretary of State in the premises.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Hampton Roads, Virginia.*

[Enclosure.]

DEPARTMENT OF STATE,  
*Washington, April 29, 1861.*

SIR: I have the honor to submit for your consideration the accompanying letter, addressed by Messrs. Johnson & Higgins, of New York, to the Secretary of War, and by him referred to this Department, and to suggest the propriety of instructing the officer in command of our blockading squadron to use exertions for the relief of the persons referred to in the communication of Messrs. Johnson & Higgins. I enclose a transcript of my reply to the Secretary of War.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

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

[Subenclosures.]

OFFICE OF JOHNSON & HIGGINS,  
AVERAGE ADJUSTERS AND INSURANCE BROKERS,  
*No. 89 Wall Street, New York, April 25, 1861.*

DEAR SIR: Our steam tug, the *Uncle Ben*, was chartered by the Government in connection with the *Yankee*, in which boat we are also interested, through Mr. Russell Sturgis, of this city, to accompany the expedition to reinforce Fort Sumter.

Through the constant succession of adverse gales which prevailed at the time, we now learn that she was compelled to put into Wilmington, N. C., for coal; and by Mr. Whitlock, of the firm of Jones, Neilson & Whitlock, of this city, who has just arrived from that place, we are informed that the vessel was seized there by a mob, and that after temporarily confining them in the cabin, the officers and crew have been since thrown into prison, and from the increasing venom on the part of those people against Northerners, and their knowledge that the boat was employed in the service named, we entertain serious apprehensions of the safety of the lives of the men. We beg that you will take the subject into serious and immediate consideration and devise some plan for their relief.

Very respectfully,

JOHNSON & HIGGINS.

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

DEPARTMENT OF STATE,  
*Washington, April 29, 1861.*

SIR: I have submitted to the President the letter addressed to you on the 25th instant by Messrs. Johnson & Higgins, and which you referred to this Department.

He feels a deep concern for the brave and patriotic persons to whom it relates, and will submit to the Secretary of the Navy the propriety of instructing the officer having charge of the blockading squadron to intervene in any way he can for their relief.

I am, sir, your obedient servant,

W. H. SEWARD.

Hon. SIMON CAMERON,  
*Secretary of War.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of vessels and requirements for an efficient blockade.*

U. S. S. MINNESOTA,  
Hampton Roads, May 24, 1861.

SIR: I have the honor to acknowledge receipt of your letter of instructions of May 21, 1861.

From the tenor of this dispatch I infer you expected the *Minnesota* was or ought to be at sea. Under this impression I shall sail to-morrow morning for Charleston, leaving directions for those vessels on the list which you furnished me, and which have not yet arrived, to follow in the same direction as soon as they shall report here.

The *Wabash* is a vessel well qualified. The *Albatross*, *Penguin*, *Daylight*, and *Mount Vernon* I have not seen and can not therefore say what qualities they possess for blockading at sea, but I must in all candor say to the Department that the *Thomas Freeborn*, *Reliance*, and *Resolute* are unfit in any respect to go and be employed on the Atlantic coast, and hardly fit for the Chesapeake. I have sent Captain Ward with these three vessels to the Potomac and down the Chesapeake as far as the Rappahannock to prevent any and all communication from Virginia to Maryland.

The *Dawn* being quite a small vessel, I do not think she can be better employed than at York River and thereabouts.

The *Union* has been ordered and is now on her way to Savannah; also the *Perry* is on her way to Florida, off St. Mary's River.

The *Monticello* is well employed in preventing all communication from James River to the Elizabeth, and ready here for other service when needed.

The *Harriet Lane* is off Charleston. The *Cumberland* I leave here. This disposes of all the vessels of which I have any information. A day or two after my arrival the *Pocahontas* came here and informed me she was blockading off the mouth of the Rappahannock. I have learned from Captain Ward, who is direct from Washington, that this last-named steamer is now at Washington, whither she has gone without orders or even my knowledge until now.

With this report the Department will see there is but one vessel for Florida, and none on the coast of North Carolina.

I would respectfully state to the Department that in my judgment to make the blockade of the Atlantic coast perfect and strict, I require at least from twelve to fifteen more efficient and seagoing vessels. Steamers are preferable, or steamers in connection with sailing vessels, frigates, or sloops of war.

I would respectfully state that in my judgment there is required at least from four to five vessels for the coast of Florida, four or five on

the coast of Georgia, four or five on the coast of South Carolina, and the same number on the coast of North Carolina, and the Chesapeake will require at least four or five more. The cruising ground which you have assigned me is very extensive, from 900 to 1,000 miles. I shall, nevertheless, do with the means I now have all that I possibly can to carry into effect the blockade.

In your letter of May 18, you wish me to communicate and cooperate with Major-General B. F. Butler. I have met with him since his arrival and we have communicated together about affairs in this neighborhood. I have just called upon him to say that I leave to-morrow, which he regrets very much, as he wishes the services of the vessels in the movement which he contemplates making.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

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*Letter from Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Commodore Paulding, U. S. Navy, regarding existing conditions of his command.*

U. S. S. MINNESOTA,

*Hampton Roads, May 21, 1861.*

DEAR COMMODORE: I have received your esteemed [favor] of 21st May. In answer, I shall first inform you that I sail to-morrow for Charleston to comply with the general desire which seems to prevail that I should be there, although ordered to the Chesapeake by the Department, as I supposed to arrange and station the blockading squadron. When I left Boston, I did not know a single vessel that would compose the fleet, except the *Minnesota*.

On my arrival here, I found the *Cumberland* and *Harriet Lane*. The *Monticello* was at York River, blockading there. The *Dawn* first arrived. After I put her in proper condition, she appearing from the requests and requisitions made by her commander to be in want of most everything, I ordered her to relieve the *Monticello*, and ordered the *Monticello* to take the station of the *Harriet Lane*, I having received orders to send the latter to Charleston, where she is at present.

Then came the *Perry*, short of officers. I had to detain her a few days for her purser, occupied in the interval with supplying her many wants. She is now on her way to Florida.

Next came the flotilla of Captain Ward. I should like to have you see them, but I might have your opinion of their qualities for blockading; two of them certainly not equaling in safety or capacity a line-of-battle ship's launch, and the *Thomas Freborn*, the commander's vessel, with guards I observed to-day about 1 foot from the water's edge. I have sent them to-day to guard the Potomac and prevent all intercourse between Virginia and Maryland.

Next comes the *Union*, a long, low steamer, and quite a nice looking vessel, rather in distress from defective magazine. I hurried her off to Savannah, and after I leave in the morning, I leave behind the *Cumberland* and the *Monticello* to do duty at this point. When I shall see the other vessels mentioned I can not now say, but will give you my

opinion that, with the addition of twelve or fifteen more good vessels, of these three or four frigates, for offshore cruising, and steamers inshore, I might make a strict blockade.

As you will no doubt remember, the coast from Key West to the Chesapeake is from 900 to 1,000 miles.

If you can have the vessels sent me I shall be much gratified. At the same time I will suggest that the better arrangement for the commander of such a squadron would be at some point where the vessels can communicate to him and receive instructions for cruising, etc., from time to time, until he gets them fairly located according to their adaptation for the services required of them, when he could cruise himself with more propriety and keep a general supervision of the blockade.

Very respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Commodore H. PAULDING.

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*Order of the Secretary of the Navy to Lieutenant Sartori, U. S. Navy commanding U. S. S. Flag, to proceed to duty in Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *May 21, 1861.*

SIR: In consequence of the steamer *Flag* not being coppered, she will form a part of the Atlantic Blockading Squadron.

Therefore, instead of proceeding with her to the Gulf, as instructed on the 17th instant, you will stop at Hampton Roads. Not finding instructions there from Flag-Officer Stringham for your guidance, you will continue your course to Charleston, and remain off that port until otherwise directed by the Department or the flag-officer of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant L. O. SARTORI,  
*Commanding U. S. S. Flag, Philadelphia.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Flag.*

NAVY DEPARTMENT, *May 24, 1861.*

SIR: The steamer *Flag*, now at Philadelphia, will form a part of the Atlantic Blockading Squadron. Her commanding officer, Lieutenant L. O. Sartori, has been directed to proceed with her to Hampton Roads, and in the event of not finding instructions there from you, to continue to Charleston, S. C., and remain off that port until otherwise ordered by the Department or the flag-officer of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*





UNITED STATES STEAMER QUAKER CITY.

*Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota.*

U. S. S. MINNESOTA,  
Hampton Roads, May 24, 1861.

SIR: You will have the *Minnesota* ready for sea as soon as possible, and report to me when she is ready.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Captain G. J. VAN BRUNT.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to furnish duplicate instructions to prize masters.*

NAVY DEPARTMENT, May 24, 1861.

SIR: When prizes are taken and placed in charge of prize masters for conveyance to any prize court, you will furnish the prize master with duplicate instructions, so that one copy may be deposited with the clerk of the district court to which the prize may be sent.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of captured vessels Tropic Wind and Pioneer.*

U. S. S. MINNESOTA,  
Hampton Roads, May 25, 1861.

SIR: I have the honor to inform the Department that I have released the small vessels which were detained prior to the sixteenth day after instituting strict blockade.

I have sent the English schooner *Tropic Wind*, captured the twenty-first day after instituting blockade, to Washington.

The bark *Pioneer*, also captured after the expiration of full notice—cargo and vessel owned in Richmond—I have sent to New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary Navy.

*Letter from Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Commodore Paulding, U. S. Navy, regarding chartered steamer Quaker City.*

U. S. S. MINNESOTA,  
Hampton Roads, May 25, 1861.

COMMODORE: In my letter to you of this date I forgot to mention the *Quaker City*, now doing most effective duty at Cape Henry.

I can not say too much for her. She has done and is doing most efficient service and can not well be spared. Her charter party expires to-day. I hope she will be retained, either by purchase or otherwise. If by charter, I think \$500 or \$600 per diem would be good allowance.

Colonel [Abram] Duryea's regiment of New York Zouaves has just arrived in steamer from New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron,*

Commodore H. PAULDING, *U. S. Navy.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Acting Master Germain, U. S. Navy, commanding U. S. S. Yankee, regarding repairs to that vessel.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 25, 1861.*

SIR: On your arrival at Washington you will make known your wishes to the commandant of the navy yard as regards having the decks of the *Yankee* calked, and request him from me to have it done with as little delay as possible, as your services are much needed at this place. You will return to Hampton Roads without delay.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Acting Master GERMAIN,  
*Yankee.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the Chief of Bureau of Construction and Repair, regarding U. S. S. Yankee.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 25, 1861.*

SIR: I have sent the steam tug *Yankee* to the navy yard at Washington to have her decks calked, and hope you will give the necessary order for that purpose, as her services are much needed at this place.

I desire you also to send me a sloop of war's mooring swivel for the ship, and anything you have to send can come by the same conveyance.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

JOHN LENTHALL, Esq.,

*Chief of the Bureau of Construction and Repair.*

P. S.—The *Yankee* requires to be coppered, and if it can be done at the Washington yard I would like it done without delay.

G. J. PENDERGRAST.



*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the steamer Uncle Ben and the capture of the bark Winfred.*

U. S. S. MINNESOTA,  
Hampton Roads, May 25, 1861.

SIR: I have the honor to acknowledge receipt of your communication\* of May 23, in reference to steamer *Uncle Ben*, captured at Wilmington.

I shall give this matter in charge to Captain Eagle, of the *Monticello*, whom I have ordered to proceed and cruise off Wilmington as soon as the *Harriet Lane* returns, but as North Carolina has seceded they no doubt will consider her a lawful prize.

I have this morning taken possession of bark *Winfred*, from Rio de Janeiro, owned [in] and loaded for Richmond, Va. I shall send her direct to New York. I have received yours of 23d, with enclosed copy of letter from Captain McKean, of the *Niagara*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the sailing from Hampton Roads, Virginia, of Flag-Officer Stringham and Commander Ward, U. S. Navy.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortres Monroe, Va., May 25, 1861.

SIR: I have the honor to inform the Department that Flag-Officer Stringham sailed from here this day in the U. S. steam frigate *Minnesota*. Commander Ward has left here also and gone to the Potomac with his flotilla.

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

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, urging the need of a paymaster and additional midshipmen.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortres Monroe, Va., May 25, 1861.

SIR: I have the honor to inform the Department that Lieutenant Crosby arrived here this morning and reported for duty on board this ship.

I would also again respectfully remind the Department that no paymaster has arrived, and that it is impossible to do without one much longer.

\* See p. 602.

In consequence of master's mates being ordered away with prizes, it would be very desirable that a few midshipmen be ordered here.

I have the honor to be, sir, very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Commanding West India Squadron.*

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

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Acting Master's Mate Woodstock, U. S. Navy, to take to Washington, D. C., as prizes, schooners General Knox and Georgeanna.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 25, 1861.*

SIR: You will proceed with the steam tug *Yankee* and take the schooners *General Knox* and *Georgeanna* to Washington as prizes.

On your arrival there, you will deliver the accompanying papers to the U. S. district judge and report yourself to the Navy Department. After performing these duties, you will return to your ship and station.

Respectfully,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

HENRY WOODSTOCK,  
*Master's Mate of the Dawn.*

[Enclosure.]

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 22, 1861.*

SIR: I herewith enclose to you the papers relating to the schooner *General Knox*, of Thomaston, Me., Captain J. W. Small, bound to St. John, New Brunswick, cargo oak timber, also the schooner *Georgeanna*, of St. George, Me., bound to Quincy, Mass., cargo oak timber.

They were captured in York River this day by Commander Chandler, of the U. S. S. *Dawn*, for violating the blockade. This letter, with its enclosures, will be handed you by Henry Woodstock, master's mate of the steamer *Dawn*.

Very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

U. S. DISTRICT JUDGE,  
*Washington, D. C.*

*Letter from Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, regarding the name of that vessel.*

U. S. S. MINNESOTA,  
*Hampton Roads, May 25, 1861.*

SIR: From an official list sent me by the Navy Department, dated May 17, 1861, I am informed that your vessel, which you now command, is called the *Monticello*.

Respectfully, your obedient servant,  
S. H. STRINGHAM,  
*Flag Officer, Atlantic Blockading Squadron.*

Captain HENRY EAGLE,  
*U. S. S. Monticello.*

[Endorsement.]

Handed to Lieutenant Braine this day, May 31, 1861.

HENRY EAGLE,  
Captain.

*Instructions of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, regarding blockade duty.*

U. S. S. MINNESOTA,  
Hampton Roads, May 25, 1861.

SIR: Herewith find enclosed the proclamation of the President of the United States in reference to blockading.

On the arrival of the *Harriet Lane*, which vessel will be sent to relieve you at your present post, you will take in a full supply of coal and proceed off the harbor of Wilmington, N. C. I wish to impress upon you the importance of maintaining a strict blockade, preventing the ingress and egress of all vessels, excepting under the following exceptions:

NAVY DEPARTMENT, May 4, 1861.

The Department would in every instance allow at least fifteen days for neutral vessels to depart with or without cargo after the blockade is set with sufficient force.

You will not capture or detain any foreign vessel proceeding toward the entrance of a blockaded port if she shall not previously have received from one of the blockading squadron a special notification of the existence of the blockade, provided she has not contraband goods on board.

This notification must be inserted in writing on the muster roll of the neutral vessel by the cruiser which meets her, and it should contain the announcement, together with statements of the day and the latitude and longitude in which it was made.

You will communicate with me as often as convenient. Wishing you a pleasant cruise,

I am, respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Captain HENRY EAGLE,  
U. S. Navy.

[Endorsement.]

Handed to Lieutenant Braine this day, May 31, 1861.

HENRY EAGLE,  
Captain.

*Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, regarding the case of the steamer Uncle Ben.*

U. S. S. MINNESOTA,  
Hampton Roads, May 25, 1861.

SIR: I enclose to you a letter\* from the honorable the Secretary of Navy, dated May 23, also copies from Department of State, May 20,

one from office of Johnson & Higgins, average adjusters, etc., New York, April 26, and one from executive department, State of New York, April 30, 1861, in reference to steamer *Uncle Ben*, lately seized at Wilmington, N. C.

On your arrival off that port you will do what you can to comply with the request of the honorable the Secretary of Navy in this matter.

You will please preserve and return the enclosed papers to me.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Captain HENRY EAGLE,

*U. S. S. Monticello.*

[Endorsement.]

Handed to Lieutenant Braine this day, May 30, 1861.

HENRY EAGLE,

*Captain.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, to state cause of noncompliance with orders.*

U. S. FLAGSHIP CUMBERLAND,

*Off Fortress Monroe, Va., May 26, 1861.*

SIR: You will please inform me as to the wants and deficiencies of your vessel, and why it is necessary for your vessel to proceed to Washington.

Also please inform me what prevents your vessel from carrying out Flag-Officer Stringham's instructions to proceed to the coast of North Carolina

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Captain HENRY EAGLE,

*Commanding U. S. S. Monticello.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Todd, U. S. Navy, to proceed as bearer of letters to Major-General Gwynn, commanding at Norfolk, Va.*

U. S. SHIP CUMBERLAND,

*Off Fortress Monroe, Va., May 26, 1861.*

SIR: You will proceed in the steam tug *Young America*, under flag of truce, as far as Oranney Island, and there take the small boat to Norfolk.

On your arrival at Norfolk you will deliver the accompanying letters to General Gwynn.

You will stop when required by the authorities on the way. You will keep the white flag flying all the time.

After having performed that duty you will return to the flagship.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Lieutenant HENRY D. TODD,

*U. S. Ship Cumberland.*

[Enclosures.]

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 26, 1861.

SIR: I send by Lieutenant Todd, flag-lieutenant of this squadron, under a flag of truce, the enclosed list of persons desirous of returning North; also several open letters.

If you will be kind enough to state when they will be ready, I will send for them.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Major-General GWYNN,  
Commanding Forces, Norfolk, Va.

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 26, 1861.

SIR: This letter will be handed you by Lieutenant Todd, flag-lieutenant of this squadron, under a flag of truce.

The wife of John Morris, my steward, is desirous of joining her husband; his family comprises Isabella Morris, his wife, and Fanny Ann Morris, his daughter, with her child (all colored).

Will you be kind enough to send them at the same time other citizens leave under the flag of truce?

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Hon. Mayor LAMB,  
Of Norfolk, Va.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, Washington, D. C., regarding captured schooner Iris.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 26, 1861.

SIR: I herewith enclose to you the papers relating to the schooner *Iris*, of Baltimore, Md., Captain Alfred Cook, from Washington, D. C., bound to Baltimore; cargo, naval stores.

The said schooner was captured by the U. S. S. *Harriet Lane*.

This letter with its enclosures will be handed you by an officer of the *Harriet Lane*.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

U. S. DISTRICT JUDGE,  
Washington, D. C.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, Washington, D. C., regarding captured schooner Catherine.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, May 26, 1861.

SIR: I herewith enclose to you the papers relating to the schooner *Catherine*, Captain J. W. Latchem, of New Berne, N. C., bound to Baltimore; cargo, naval stores.

The said schooner was captured by the U. S. S. *Harriet Lane*. This letter, with its enclosures, will be handed you by an officer of the *Harriet Lane*.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

U. S. DISTRICT JUDGE,  
Washington, D. C.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Major-General Butler, U. S. Army, commanding Fortress Monroe, regarding cooperation.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 26, 1861.

SIR: Your communication\* of this date has been received.

The *Yankee* has left for Washington, but the *Quaker City*, *Harriet Lane*, and *Monticello* are at your disposal to-morrow morning at 6 o'clock.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Major-General BUTLER,  
Commanding Fortress Monroe.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, to cooperate with Major-General Butler, U. S. Army.*

U. S. SHIP CUMBERLAND,  
Off Fortress Monroe, May 27, 1861.

SIR: General Butler having requested that the steamers *Quaker City*, *Harriet Lane*, and *Monticello* be placed at his disposal, I have granted his request.

You will therefore be governed by any orders you may receive from him, and on your return report yourself to the flagship.

I have sent Lieutenant Selfridge on board the *Quaker City* with an armed boat, and have directed him to report himself to the General. Lieutenant Selfridge goes for the double purpose of commanding that boat and drilling the crew of the *Quaker City* at small arms.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Captain HENRY EAGLE,  
Commanding Monticello.

\* Not found.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding vessels placed at the disposal of Major-General Butler, U. S. Army.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 27, 1861.

SIR: I have the honor to inform the Department that General Butler made his first move this morning by landing 2,500 men at Newport News, on the James River, and I believe they will soon intrench themselves. At the request of General Butler, I placed the steamers *Quaker City*, *Harriet Lane*, and *Monticello* at his disposal for the purpose of conveying troops from Fortress Monroe to Newport News.

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

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

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*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, to proceed with that vessel to navy yard, Washington, D. C., for repairs, taking in tow schooners Iris and Catherine.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, May 27, 1861.

SIR: Your letter\* of this date, in reply to mine of the 26th instant, has been received.

I have concluded to send your vessel to Washington for repairs.

You will tow the schooners *Iris* and *Catherine* to Washington, and on your arrival there hand them over to the commandant of the navy yard, and report yourself to the Department.

You will also convoy the steamer *City of Richmond*, engaged in the Quartermaster's Department, U. S. Army, to Washington.

You will take water casks on board, and while your vessel is being repaired have them filled and bring them to this place.

You will use all possible dispatch in having your vessel repaired, and return to this place for the purpose of carrying out the order of Flag-Officer Stringham.

Very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
Commanding West India Squadron.

Captain HENRY EAGLE,  
Commanding U. S. S. Monticello.

P. S.—On the arrival of the *Monticello* you will please deliver the accompanying papers† relating to the schooners *Iris* and *Catherine* to the U. S. district judge.

G. J. PENDERGRAST.

\* See p. 676.

† See pp. 673, 674.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the change of orders of the U. S. S. Monticello.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, May 27, 1861.*

SIR: I have the honor herewith to enclose to the Department the reports of Captain Eagle and the chief engineer of the U. S. S. *Monticello*, from which you will learn why I sent her to Washington instead of the coast of North Carolina, as directed by Flag-Officer Stringham.

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

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

[Enclosure.]

U. S. S. MONTICELLO (LATE STAR),  
*Hampton Roads, May 27, 1861.*

SIR: I am in receipt of your letter of yesterday's date.

Herewith I enclose the report of the engineer of this ship in which you will perceive the necessity of this vessel going to a workshop to have the repairs made. Should she continue steaming a few days more she will require more extensive repairs, in addition to repairs mentioned in said letter. She has cracked the starting bar and broken the turnover center bar. The vessel's bottom is not coppered; she should go into fresh water to destroy the worms. The pivot-gun carriage requires considerable repairs. It was used on board the frigate *Mississippi* many years ago.

This vessel was sent off from the navy yard requiring many articles in consequence of the great desire to send her on service.

I respectfully state that I consider that it would not be safe to send this ship to sea without first completing the repairs required.

I am, respectfully, your obedient servant,  
HENRY EAGLE,  
*Captain, Commanding U. S. S. Monticello.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron.*

[Subenclosure.]

U. S. S. STAR (LATE MONTICELLO\*),  
*Hampton Roads, May 25, 1861.*

SIR: I hereby wish to report to you several defects in our engine and boiler.

Worthington pump receiving pipe for the delivery leaking badly (wrought-iron pipe); piston has to be taken out to fix bolt in bottom of cylinder. Throttle valve to be ground in. Want a valve on the steam chest to take the pressure off the main steam valves. Boiler leaking badly, wanting patches and socket bolts. Force pump feed pipe burst.

I am, sir, your obedient servant,  
G. M. WENT,  
*Chief Engineer.*

Flag-Officer STRINGHAM.

\* See p. 670.



*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding steamer Quaker City.*

NAVY DEPARTMENT, *May 27, 1861.*

SIR: The steamer *Quaker City* has been rechartered for three months from the 25th instant, and will form a part of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Request of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Kelly, commanding steamer City of Richmond, to assist in towing.*

U. S. SHIP CUMBERLAND,  
*Off Fortress Monroe, May 27, 1861.*

SIR: I have directed Captain Eagle, of the U. S. S. *Monticello*, to convoy the *City of Richmond* to Washington. The *Monticello* will have to tow two schooners to Washington, and I would be pleased if you would relieve her of one of them. Captain Eagle will be ready to-morrow morning about 10 o'clock.

Very respectfully,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

Captain J. R. KELLY,  
*Steamer City of Richmond.*

*Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding matters pertaining to his command.*

NAVY DEPARTMENT, *May 28, 1861.*

SIR: From the tenor of your letter of the 24th instant I suppose that you are at this time off Charleston with the *Minnesota*. The importance of a rigid and effectual blockade of that port is a necessity, and it was the desire of the Department that the blockading squadron should keep this in view which prompted the remarks on the 21st instant. As soon as the *Wabash* arrives out she can relieve you of that duty and enable you to return with the *Minnesota* to Hampton Roads, where you can probably best exercise your command and direct the movements of the squadron.

It is essential that the intercourse between Virginia and Maryland and the opposite shore of Virginia, which is represented as carried on to some extent, should be prohibited, and for this duty, as well as closing the inlets, it is believed that the flotilla under Commander Ward will be found serviceable.

The number of vessels sent you is not so large as the Department would wish nor of the description that would be preferred, but we have to conform to existing circumstances. We shall add to the number as rapidly as circumstances will admit, and if you can not line the whole coast with vessels you will use such as you have to the best advantage by closing the most important points to the extent of your ability.

Had the Department received your dispatch suggesting that the *Cumberland* should be assigned to the blockading duty off Charleston, it would have assented most cheerfully to the proposition, for the object was and is a strict blockade of that harbor. The late arrival of the *Minnesota* on the blockading ground rendered it necessary that the Department should assign such of the vessels to duty which were there in advance of her. It will be happy to be relieved of this necessity and to commit the entire charge of the squadron to you, unless otherwise specifically ordered.

The *Pawnee*, *Pocahontas*, and some small steamers on the upper waters of the Potomac will be more immediately under the supervision of the commandant of the Washington navy yard and this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron, off Charleston.*

*Instructions of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, designating additional vessels for his command.*

NAVY DEPARTMENT, May 28, 1861.

SIR: Your dispatch of the 18th instant was received. The *Vandalia*, Commander S. P. Lee, has been ordered to proceed to Hampton Roads and report to you for instructions as a part of the West India Squadron. You will, if possible, dispatch her to her destination before she comes to anchor.

The *Bainbridge*, Lieutenant Commanding T. M. Brasher, sailed from Boston a few days since for Aspinwall. She is also to be attached to your squadron. Until otherwise ordered by the Department or yourself, she is to remain at Aspinwall for the protection of the California mail steamers. Paymaster Harwood has been ordered to the *Cumberland*.

The Department can not order a captain of the fleet, as requested, as there are no officers to keep up the complements except by making acting appointments from the merchant service. When the *Roanoke* arrives you will transfer your flag to that vessel, and the *Cumberland*, under Captain Marston, will form a part of Flag-Officer Stringham's squadron. She will, however, proceed to New York before entering upon that service.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,

*Commanding West India Squadron, Hampton Roads, Virginia.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Brigadier-General Huger, U. S. Army, commanding at Norfolk, Va.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, May 28, 1861.

SIR: Your communication\* of this date has been received. You will accept my thanks for the prompt manner in which you have complied with my request.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Brigadier-General HUGER,  
Commanding Forces, Norfolk Harbor.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the mayor of Norfolk, Va.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., May 28, 1861.

SIR: Your communication\*, under date of the 27th instant, has been received. I beg to inform you in reply that I have no jurisdiction [as] to the ransom, it being under the control of Major-General Butler.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

W. W. LAMB,  
Mayor of Norfolk.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Major-General Butler, U. S. Army, commanding Fortress Monroe, regarding refugees.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, May 28, 1861.

SIR: By the flag of truce this day I received about seventy-five men, women, and children desirous of returning to the North. They are now on board this ship, and I would be glad if you will give me authority to send them by the first public transport leaving here for the North.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Major-General BUTLER,  
Commanding Fortress Monroe.

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\* Not found.

*Order of the Secretary of the Navy to the senior officer commanding off Hampton Roads, Virginia, regarding supplies of water.*

NAVY DEPARTMENT, May 28, 1861.

SIR: An arrangement has been made with Mr. Clayton, of Baltimore, for supplying the squadron on the Chesapeake with fresh water, to be delivered alongside the vessels.

A copy of the agreement will be transmitted to you by the navy agent at Baltimore.

I am, respectfully, your obedient servant,

GIDEON WELLES.

SENIOR COMMANDING OFFICER OF THE U. S. NAVY,  
*Hampton Roads, Virginia.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding orders given to U. S. S. Vandalia.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 29, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter under date of the 28th instant. Not having received any instructions from the Department in relation to my squadron in the West Indies, I felt at a loss as to what instructions I am to give the *Vandalia* on her arrival here, other than to send her to Vera Cruz or Aspinwall. I was pleased to hear that the Department has ordered a paymaster to this ship, as we have been greatly embarrassed for more than a month.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

*Report of Captain Eagle, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at the navy yard, Washington, with schooners Iris and Catherine.*

U. S. S. MONTICELLO (LATE STAR),  
*Off Navy Yard, Washington, May 29, 1861.*

SIR: I have the honor to report the arrival of this vessel under my command having left Hampton Roads in obedience to an order from Flag-Officer Pendergrast dated 27th instant, a copy of which order is herewith enclosed.\*

The schooners *Iris* and *Catherine* have been delivered to the commandant of the navy yard.

We convoyed the transport steamer *Stars and Stripes* from the mouth of the Potomac to Washington. She has on board powder, etc.

I have the honor to be, your obedient servant,

HENRY EAGLE,  
*Captain, Commanding.*

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

*Order of the Secretary of the Navy to Commander Green, U. S. Navy, commanding U. S. ship Jamestown, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, May 29, 1861.

SIR: The U. S. sloop of war *Jamestown*, under your command, is to form a part of the Atlantic Blockading Squadron.

As soon, therefore, as she is prepared for sea, you will proceed with her immediately to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty.

Before sailing from Philadelphia you will transmit to the Department a muster roll of the *Jamestown* and separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander CHAS. GREEN,  
*Commanding U. S. ship Jamestown, Philadelphia.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding fresh-water supply.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., May 29, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter under date of the 28th instant in relation to water.

I was glad to hear that the Department had made arrangements for supplying the squadron with fresh water, as I have learned since my last letter to you on that subject that the wells at Fortress Monroe are inadequate to supply the squadron, it being all needed for the use of the fortress.

I have not as yet received a copy of the agreement from the navy agent at Baltimore.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Acting Master Mather, commanding chartered steamer Quaker City, regarding distribution of letters to expected vessels.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., May 29, 1861.*

SIR: Enclosed you will find a lot of open letters for vessels expected to arrive at the capes of the Chesapeake. You will board all such vessels and deliver the letters to them.

If the vessels and cargoes are owned by the rebels or destined for a blockade port, you will capture them and not deliver their letters.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Captain MATHER,  
*Commanding Quaker City.*

P. S.—Any vessel you may warn off, you will allow the pilot to deliver letters relating to her.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding vessels required for an efficient blockade.*

U. S. S. MINNESOTA,  
Off Charleston Harbor, May 30, 1861.

SIR: I have the honor to inform the Department that I arrived off this harbor the evening of May 28, and the experience of a day confirms the propriety and correctness of my suggestions heretofore made to the Department as to the number and class of vessels requisite to establish and carry out a strict blockade of the Atlantic coast—not less than five or six for the coast of each State, and they fast and of sufficient capacity to carry coal for some time, like the *Pensacola*, *Hartford*, *Iroquois*, and that class, or the *Atlantic* and *Baltic*, with two heavy guns, not less than 10-inch.

Such as the *Dawn* and her class are of little use for Atlantic blockading.

Yesterday, 29th, while we lay close in near the bar, a steamer came down toward us from Charleston under great head of steam. I stood off a little in hopes she would follow us into deep water. I intended to try and cut her off, but she only came a little way outside of the bar and then returned. She was very fast, going 2 miles to our 1; others were visible up in the harbor.

I was in hopes of finding the *Harriet Lane* off here, but did not, she no doubt having returned to Hampton Roads for coal.

This morning I discovered a steamer, which proved to be the *Union*. She is out of coal. I shall send her to Hampton Roads for supply, with orders to return immediately.

I trust the Department will give me vessels of the class I have mentioned above, and sufficient in numbers to make an efficient blockade. I can not make it strict with less than 20 or 25 vessels on the Atlantic, besides those small ones which are only fit for the Chesapeake.

I boarded last night a small schooner from North Carolina, bound to Florida. I ordered her to return to North Carolina.

With the number of vessels I have stated above, most no doubt being steamers, they would keep a strict coast guard in passing and repassing for their coal at Hampton Roads from their various stations.

I shall remain off here as long as my coal will permit and then return to Hampton Roads for supply.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Letter from Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Commodore Paulding, U. S. Navy, regarding vessels required for an efficient blockade.*

U. S. S. MINNESOTA,  
Off Charleston Harbor, May 30, 1861.

DEAR SIR: I am still more firmly convinced that I want the number and class of vessels which I mentioned to you in my communication on this subject from Hampton Roads to make a strict blockade of the Atlantic coast.

Those vessels stationed off North Carolina, South Carolina, and Georgia will be obliged to go to Hampton Roads for coal and water; those on the coast of Florida, to Key West. This will keep one or two coming and going constantly, which will serve as a coast guard.

The only ones I know at present engaged in blockading are the brig *Perry* on the coast of Florida and my ship here. As a steamer can do nothing without coal, when it is nearly out she has to go to the depot for a supply, where the *Lane* now is, and the *Union* follows. These are too small and carry too little coal for Atlantic blockading. As I have mentioned to the Department, the *Pensacola*, *Hartford*, *Iroquois*, *Atlantic*, and *Baltic* are the kind we want to make it effective on the Atlantic.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Commodore H. PAULDING, U. S. Navy.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, New York, regarding captured schooner Lynchburg.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 30, 1861.*

SIR: I herewith enclose to you the papers relating to the schooner *Lynchburg*, of Richmond, Va., from Rio de Janeiro bound to Richmond, Captain W. C. Harris; cargo, coffee. The said schooner was seized at the capes of Virginia by Acting Master S. W. Mather, of the U. S. S. *Quaker City*, for attempting to enter a blockaded port.

The said seizure was made by my authority and under instructions from me.

The schooner will be sent to New York in charge of Acting Master James B. Gordon, U. S. Navy.

Thomas M. Farrell, third mate of the *Quaker City*, who was present at the capture, will go to New York in the schooner.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

U. S. DISTRICT JUDGE,  
*New York.*

*Request of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, for the services of a pilot in Chesapeake Bay.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., May 30, 1861.*

SIR: I respectfully request that the Department will send or authorize me to employ a pilot for Hampton Roads and the Chesapeake Bay.

Such a person is often called for on board of the flagship, and it is very necessary that we should have one.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

## ATLANTIC BLOCKADING SQUADRON.

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, of the sailing of that vessel for Hampton Roads, Virginia.*

U. S. STEAM FRIGATE WABASH,  
At Sea, May 30, 1861.

SIR: I have the honor to inform the Department that, in obedience to its order of the 17th instant, this ship is at sea, on her way to Hampton Roads, Virginia.

I am, sir, very respectfully, your obedient servant,  
SAMUEL MEEGER, *Captain.*

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

*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Keystone State, of the movements of that vessel on transport duty.*

U. S. S. KEYSTONE STATE,  
Washington, May 31, 1861.

SIR: I have the honor to report the arrival of this vessel, which sailed from here under instruction from the Department of the 16th instant.

The *Keystone State* left Washington on the 17th, reaching the squadron in Hampton Roads the following morning. I communicated at once with Flag-Officer Stringham in reference to the refugees from Norfolk, and he directed me to await their arrival.

At 2 p. m. on the 20th, 116 women and children were brought down from Norfolk under a flag of truce and placed on board this steamer.

The sailing of the vessel, in consequence of a northeast gale, was delayed until the morning of the 22d, when she left for New York, with the English bark *Hiawatha* in tow, by direction of Flag-Officer Stringham. The bark was seized for violating blockade. During the delay attending the sailing of the *Keystone State* 35 of the refugees were transferred by their own request to the Baltimore and Philadelphia steamer for passage. Accompanying this will be found a list of the names of the refugees. The steamer arrived at New York at 6 p. m., the 22d, and the passengers soon after landed in safety. The *Hiawatha* was anchored near the navy yard, in charge of her prize master, Lieutenant Russell, U. S. Navy. The munitions, etc., were landed at the navy yard, and after receiving on board the provisions and stores for Washington, together with articles shipped for the use of the squadron off Fortress Monroe, by order of Commodore Breese, we left the navy yard at New York at noon of the 29th and in twenty-four hours after reached Hampton Roads, communicated with Flag-Officer Pendergrast, and left for Washington, arriving at 4 o'clock p. m. this day.

I have the honor to be, very respectfully, your obedient servant,  
STEPHEN D. TRENCHARD,  
*Lieutenant, Commanding.*

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

[Enclosure.]

U. S. S. KEYSTONE STATE,  
Washington, May 31, 1861.

SIR: The following list comprises the number and names of the refugees from Norfolk, who were received on board this vessel on the 20th day of May, 1861, off Old Point Comfort:

Mrs. Mary Welsh, sister, and 2 children; Mrs. Rosanna Riley and 5 children; Mrs. Catharine Barry and 5 children; Mrs. Michael Hall and



2 children; Mrs. Margaret Curran and 2 children; Mrs. Margaret O'Connor and 2 children; Mrs. E. A. Butt and 2 children; Mrs. Sarah Knapp, sister, and 2 children; Mrs. Ellen Nelson and 3 children; Mrs. Agnes Laurie and 4 children; Mrs. Catharine Lyon and 3 children; Mrs. Sarah McDonald and 5 children; Mrs. E. A. Smith and 4 children; Mrs. Virginia White and 2 children; Mrs. Martha Barnard and 3 children; Mrs. Margaret Rauh and 4 children; Miss Mary Gallagher; Miss Margaret Riley; Miss Delia Leonard; Miss B. Joyce; Miss Kate Wynne; Miss Jane Carroll; Miss Mary Greenwood; Mrs. Mary Lenieur; two children of James H. Hardwick; Charles H. Pettit; Mrs. Mary Hems-worth; Mrs. Bridget Maloney; \* William E. Howard, wife, and 5 children; \* Mrs. H. O. Turner and 3 children; \* Mrs. Ann Oaks and child; \* Mrs. M. A. Prickett and son; \* Mrs. Sarah Nott, sister, and 2 children; \* Mrs. Martha Barnum and 3 children; \* Mrs. Annetta Baker and 1 child; \* Mrs. Mary McHugh and 2 children; \* Mrs. Mary Laughlin and 4 children; \* Mrs. Mary Roach; \* Mrs. Margaret Bryan

Those marked with an asterisk (\*) were transferred to the Baltimore boat on the 21st of May; the balance were landed at the navy yard, New York, on the 23d.

Transferred to the Baltimore boat .....	85
Landed at navy yard, New York .....	81
Total .....	116

Respectfully submitted.

STEPHEN D. TRENCHARD,  
*Lieutenant, Commanding.*

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

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*Order of the Secretary of the Navy to Commander Lee, U. S. Navy, commanding U. S. S. Vandalia, to report for duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, May 31, 1861.

SIR: The orders to you of the 20th instant are hereby revoked, and you will proceed with the *Vandalia* to Charleston, S. O., and report to Flag-Officer S. H. Stringham for duty in the Atlantic Blockading Squadron.

Should he not be there, you will remain off that port until further orders.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander S. P. LEE,  
*Commanding U. S. S. Vandalia, New York.*

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding change of orders for U. S. S. Vandalia.*

NAVY DEPARTMENT, May 31, 1861.

SIR: The Department has revoked its order to Commander Lee to report to you with the *Vandalia* for duty in the West India Squadron,

and directed him to proceed to Charleston, S. C., and join the Atlantic Blockading Squadron, Flag-Officer Stringham.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Hampton Roads, Virginia.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding clearances for vessels for Northern ports.*

NAVY DEPARTMENT, May 31, 1861.

SIR: The Secretary of the Treasury has instructed the collector of customs at Alexandria, Va., to permit vessels from Northern ports to enter at that port and to grant clearances to those destined for Northern ports.

You will therefore permit all such vessels to proceed without molestation.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, etc., or the  
SENIOR COMMANDING OFFICER,  
*Hampton Roads.*

*Report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, of the capture by that vessel of schooner Hannah M. Johnson, May 31, 1861.*

U. S. BRIG PERRY,  
*At Sea, July 9, 1861.*

SIR: I have the honor to report that on the 31st of May, 1861, we took as prize, about 15 miles to the southward and eastward of Cape Lookout, the schooner *Hannah M. Johnson*, of Greenport, N. Y., John C. Wells, master, for having cleared with a cargo from New Orleans on the 14th of May, 1861.

She was sent to New York under charge of Master's Mate O. E. Webster, and one man, Charles Anderson, seaman, was sent with him. Mr. Webster was ordered to deliver her and her papers into the charge of the U. S. marshal, to report to the commandant of the navy yard at New York, and to rejoin this vessel, with the said Anderson, by the first public conveyance.

I am, very respectfully, your obedient servant,

E. G. PARROTT,  
*Lieutenant, Commanding.*

Senior Flag-Officer S. H. STRINGHAM,  
*U. S. S. Minnesota.*

*Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, regarding transportation of gunpowder to Fortress Monroe.*

U. S. S. FLAG,  
*Off Bombay Hook, Delaware Bay, May 31, 1861.*

SIR: I have the honor to inform the Department that I left the navy yard on the 29th instant, and, after taking in ammunition from the

magazine, am now on my way to sea, in obedience to your order of the 24th instant, having in tow the sloop *Iowa*, with 500 barrels of gun-powder for Fortress Monroe, from the mouth of the Christina Creek.

I herewith enclose the muster roll of officers and ship's company. The ship appears to carry her battery well, and is in good working condition.

I have the honor to remain, very respectfully, your obedient servant,  
L. O. SARTORI,  
*Lieutenant, Commanding.*

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

DELAWARE BREAKWATER, 9 o'clock, p. m.

In consequence of a strong southwardly wind and heavy sea, for the safety of the tow I have been compelled to run in and anchor at this place, and shall proceed at the earliest moment.

Respectfully, etc.,

L. O. SARTORI.

*Order of the Secretary of the Navy to Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *June 1, 1861.*

SIR: The steamer *Daylight*, under your command, is to form a part of the Atlantic Blockading Squadron. As soon, therefore, as she is prepared for sea, you will proceed with her immediately to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty.

Transmit to the Department before sailing a complete muster roll of the *Daylight* and a separate list of the officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander SAMUEL LOCKWOOD,  
*Commanding U. S. S. Daylight, New York.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Wabash.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 1, 1861.*

SIR: I have the honor to inform you that the U. S. steam frigate *Wabash*, Captain Samuel Mercer, arrived here this morning, and will leave this afternoon in obedience to your order.

I have sent in the *Wabash* four acting masters, with orders to report to you, and have retained three here.

Very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding U. S. Blockading Squadron.*

*Letter from Lieutenant Lowry, U. S. Navy, U. S. S. Pawnee, to the Secretary of the Navy, suggesting means for making effectual the blockade of Norfolk and Richmond, Va.*

U. S. S. PAWNEE,  
Potomac River, June 1, 1861.

SIR: I respectfully submit to the consideration of the Government of the United States the following information and suggestions:

By the enclosed pamphlet\* and maps\* it will be perceived that Norfolk and Richmond are not yet blockaded or completely cut off from the sea. They have a back outlet by way of the Chesapeake and Albemarle Canal. By that water route vessels of any draft, by lightening, buoying, or floating, can be passed from Richmond or Norfolk through said work, which is 60 feet wide and has an average depth of 8 feet, into North Landing River; thence, through Coanjoek Bay, by the North Carolina cut of the canal, into North River, through Albemarle, Croatan, and Pamlico sounds, to the entrance of Ocracoke Inlet, when, with little nautical skill, vessels of heavy drafts can be easily passed into the ocean. A simple inspection of the maps will convince the naval officer of the great advantages and facilities the enemy will have in possessing this vast internal water navigation unmolested, thereby having an egress and retreat to and from the sea for vessels loaded with provisions and munitions, and an easy harbor for prizes or captured goods taken out of prizes of too heavy a draft to cross the inlet, or a safe refuge for privateers from our heavy ships of war. Already are their privateers preying upon our commerce, and from these very waters issue with impunity.

Our statistics inform us that a great portion of our coasting trade frequents the waters of North Carolina. We are also informed that the waters of these inland sounds wash the shores of a vast soil, abounding in rich productions, as cotton, corn, grain, lumber, turpentine, and provisions of all kinds. The fisheries are of great value and extensively worked. The shores of Currituck are lined with large and expensive hotels and cottages, where in summer crowds of wealthy resort for summer bathing. Nag's Head is a place of great importance in this respect. The waters are covered with vessels carrying on inland trade, while many steamers ply to and from the many towns and villages. All this being the case, and having an uninterrupted communication with Norfolk and Richmond by water, the effect of a blockade from the Rip Raps will to a great extent be evaded, except as against our own Northern commerce and of foreign nations. I believe it to be my duty to bring to the notice of the Government facts which may have been overlooked, and to suggest that an effective blockade of Ocracoke Inlet and Beaufort is absolutely [necessary] to cut Norfolk and Richmond from communication with the sea, and to prevent the rebel privateers from putting to sea from the waters of North Carolina, and effectually blockade her ports. In my opinion, this can be accomplished by the stationing of two vessels of war outside—of the *Pawnee* class—and by the equipment of several steam canal boats of the type of the *J. Jerome* and *Diamond State*, now plying to this port. These vessels draw little water, are strong, can carry a rifle gun, and sufficient stores and men to make them efficient enough to meet anything in the waters of North Carolina. In case of meeting overpowering numbers, intending to board, they are sufficiently high out of water to make that hazardous, and with the larger vessel in the offing they can always have a base to fall back

\* Not found.

upon. A number of these vessels are accessible on the Chesapeake and Delaware, and Delaware and Raritan Canal Company. The undersigned confidently asserts that there is no part of the country in armed rebellion against the Government which can be so easily and so terribly made to feel the power of the United States by its occupation by the Federal forces as the inland coast of North Carolina. So long as the canal is open and in the hands of the rebels Norfolk and Richmond, in Virginia, Wilmington, New Bern, Beaufort, and many thriving towns in North Carolina, have a ready access to the sea or an easy and safe communication with each other.

The undersigned's knowledge of this matter arises from a large pecuniary interest which he and his family hold in shares, the work having been entirely done by Northern men and capital. Any information desired by the Department will be cheerfully given.

Very respectfully, etc.,

R. B. LOWRY,  
*Lieutenant, U. S. Navy.*

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

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*Letter from the Secretary of the Navy to Lieutenant Lowry, U. S. Navy, U. S. S. Paconee, regarding inland navigation of Albemarle Sound.*

NAVY DEPARTMENT, June 27, 1861.

SIR: I have received your letter of the 20th instant. Your communication with accompanying chart of the inland navigation of Albemarle Sound was handed to me and cursorily read at the time. It has been mislaid and has not yet come to light. Renewed search will be made for it, and if found your suggestions shall receive due consideration.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant R. B. LOWRY,  
*U. S. S. Paconee, Potomac River.*

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*Letter from the Secretary of the Navy to Lieutenant-Commander Lowry, U. S. Navy, acknowledging with thanks the valuable information furnished the Department regarding the inner waters of North Carolina.*

NAVY DEPARTMENT, March 21, 1864.

SIR: I omitted making acknowledgments to you in the summer of 1861 for valuable information which you communicated in June of that year, relative to the navigation of the inner waters of North Carolina, then much used by the rebels in depredating upon our commerce. The maps and reports relative to Albemarle Sound, the Hatteras Inlet, and the Chesapeake and Albemarle Canal, all at that time in possession of the rebels, were valuable. You were detached from the command of the *Freeborn* soon after these communications were made and placed upon special service, having for its objects the obstruction of those inlets which were the resort of rebel pirates, and charged with the duty of selecting and organizing a body of pilots. In command

of the chartered steamer *Peabody*, you accompanied the memorable expedition under Flag-Officer Stringham, which resulted in the first naval victory of the war.

The changes and activity of the operations of that period caused me to omit the thanks for the suggestions and information then communicated, but which were duly appreciated, and for which it is my pleasure and duty now to make this acknowledgment.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Lieutenant-Commander R. B. LOWRY, U. S. Navy,  
*Washington, D. U.*

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*Request from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to be furnished with maps of Hampton Roads and James River.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 2, 1861.*

SIR: I would respectfully inform the Department that I have understood that the original sheets, on a large scale, of a survey of Hampton Roads and James River are in possession of the U. S. Coast Survey Office, and I would be pleased if the Department will forward them to me, as we are very much in need of them.

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

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

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the arrival at Hampton Roads of the U. S. S. Union with a prize.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 2, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Union*, Captain Goldsborough, arrived here this morning, after a cruise off Savannah and Charleston, with a prize,\* captured off the capes of the Chesapeake, loaded with railroad iron. The *Union* left Flag-Officer Stringham, in the *Minnesota*, off Charleston. The *Union* is now coaling and will return to her station as soon as possible.

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

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

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\* See pp. 695, 707.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the blockading force off Fortress Monroe.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 2, 1861.

SIR: I would respectfully inform the Department that it will be necessary for me to send the U. S. S. *Quaker City* to New York for repairs and that she may receive a proper crew under her new charter. She will not be absent longer than four or five days. I would also state that the blockading force here is small at present, being composed entirely of this ship, *Harriet Lane*, *Quaker City*, and the U. S. S. *Dawn*, now at the mouth of York River. The captured steam tug *Young America*, which has been very serviceable to us here, has at last broken down and it is absolutely necessary that she should go to some place for repairs, and I would feel obliged if the Department would order another small tug in her place, to act as a tender to this ship.

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

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, urging the need of a paymaster.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 2, 1861.

SIR: At the risk of being importunate, I must again inform the Department that no paymaster has as yet arrived.

It is absolutely necessary that we should have one. The crew are actually suffering for the want of paymaster's supplies.

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

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

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the movements of the flagship, and the capture, June 3, 1861, by U. S. brig Perry, of the Confederate privateer schooner Savannah.*

U. S. S. MINNESOTA,  
Off Charleston Harbor, June 6, 1861.

SIR: Since my arrival on this station, of which I apprised you, I have been engaged in carrying into effect the blockade.

The first vessel spoken was May 29, a small schooner, the *Mary*, from Washington, N. C., bound to Jacksonville, Fla. I ordered her back to North Carolina.

The Norwegian consul came out on the 30th of May, to endeavor to get permission for the Norwegian bark *Admiral Peter Tordenskjold* to

take in cargo and go to sea. This I could not allow. I finally permitted the vessel to go to sea in ballast.

The next vessel stopped was May 31, the English schooner *Eliza and Catherine*, with rice and lumber, from Charleston, bound to Harbor Island. I ordered her back, with permission to discharge cargo and go in ballast, but reversed this decision and finally permitted her to go with cargo, on the personal representation to me by the British consul, Robert Bunch, esq., on his word of honor, and in writing, that Captain McKean, of the *Niagara*, had told him "twenty days would be permitted for vessels to depart," with the addition that "his senior (myself) might change the terms." I did not feel disposed to alter the understanding and arrangement, as I have endeavored from the commencement, as I shall continue in the future, to inconvenience as little as possible neutrals.

On the 2d June I warned off a Bremen bark, the *Oopernicus*, from Bremen for Charleston, in ballast.

On the 3d of June, warned off the Spanish bark *Teresa Oubana*, from Barcelona for Charleston, in ballast.

Nothing thus far has gone in or out without my permission, except small vessels, which our depth of water will not allow us to overtake.

June 5, about 10 o'clock a. m., our masthead lookout made a sail, which proved to be the U. S. brig *Perry*, Lieutenant Commanding Parrott, with a prize in company, it being a piratical schooner of about 50 tons, called the *Savannah*, hailing from Charleston, S. C., with a commission from Jefferson Davis, dated Montgomery, May 18, 1861, commanded by T. Harrison Baker, and a crew of nineteen men. She had placed some of her crew on board a prize, the brig *Joseph*, of Rockland, Me., from Cardenas, with sugar, which she had captured on the 3d instant, and ordered to Beaufort, S. C. The captain of the *Joseph*, retained on board the schooner, now goes to New York in company with the prize master.

I herewith enclose a copy of Lieutenant Commanding Parrott's report.\*

I shall order the schooner to New York in charge of Prize Master R. S. McCook, midshipman.

I beg leave most respectfully to remind the Department that I am very much in want of vessels.

The prisoners of the schooner *Savannah*, captain, lieutenant, sailing master, purser, and 10 men, 6 having been sent away in their prize, the *Joseph*, are on board the *Minnesota*, and will be sent on the first opportunity to a Northern port.

The *Perry* has proceeded to her station off Fernandina.

Very respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

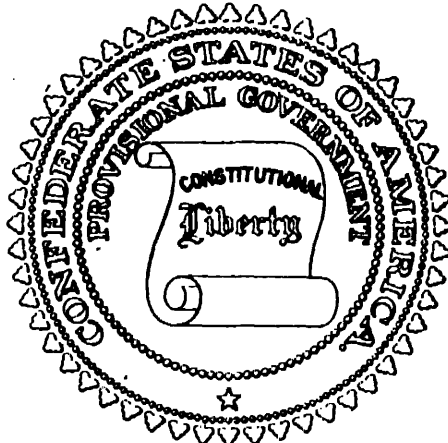
Jefferson Davis, President of the Confederate States of America, to all who shall see these presents, greeting:

Know ye that by virtue of the power vested in me by law, I have commissioned and do hereby commission, have authorized and do hereby authorize the schooner or vessel called the *Savannah* (more particularly described in the schedule hereunto annexed) whereof T. Harrison Baker is commander, to act as a private armed vessel in the service

\* See vol. 1, p. 29.



of the Confederate States on the high seas, against the United States of America, their ships, vessels, goods, and effects, and those of their citizens during the pendency of the war now existing between the said Confederate States and the said United States.



This commission to continue in force until revoked by the President of the Confederate States for the time being.

Schedule of descriptions of the vessel: name, *Savannah*, schooner; tonnage, 53½ tons; armament, one large pivot gun and small arms; number of crew, 30.

Given under my hand and the seal of the Confederate States at Montgomery, this eighteenth day of May, A. D. 1861.

By the President:

R. TOOMBS, *Secretary of State*.

JEFFERSON DAVIS.

*Report of Midshipman McCook, U. S. Navy, of arrival at New York in command of prize schooner Savannah.*

NEW YORK, June 17, 1861.

SIR: I have the honor to report my arrival at this place in charge of the "armed and piratical schooner *Savannah*," captured by the U. S. brig *Perry*, on the 3d of June. I have in my possession a letter of marque under which the schooner sailed, signed by Jefferson Davis, and the *Savannah's* log book, all of which I have delivered to the proper authorities at this place. I bring with me as passengers the captain of the American brig *Joseph*, captured by the *Savannah*, and Joseph Leeds, a native of New Jersey. I have also one of the *Savannah's* crew, who will be delivered to the U. S. marshal. In compliance with my orders, I will at once return to my ship.

I have the honor to be, sir, very respectfully, your obedient servant,  
R. SHELDON MCCOOK,  
*Midshipman, U. S. Navy.*

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

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Todd, U. S. Navy, flag-lieutenant, to proceed with dispatches for Brigadier-General Huger, commanding at Norfolk, Va.*

U. S. SHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 3, 1861.*

SIR: You will proceed in the steam tug *Yankee*, under a flag of truce, to Norfolk (if not prevented by the authorities) and deliver the accompanying dispatches to Brigadier-General Huger, commanding forces at Norfolk Harbor.

Very respectfully,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

Lieutenant HENRY D. TODD, *U. S. Navy.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Brigadier-General Huger, commanding at Norfolk, Va., regarding refugees.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 3, 1861.

SIR: I send by Lieutenant Todd, flag-lieutenant of this squadron, under a flag of truce, the enclosed list of persons desirous of returning North, also several open letters and two closed, one for officials in Virginia; also two foreign letters. I would be pleased if you would state at what time they will be ready, and I will send for them if you desire it.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Brigadier-General BENJAMIN HUGER,  
Commanding Forces Norfolk Harbor.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Morris, U. S. Navy, to proceed to Norfolk, Va., with a flag of truce.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 3, 1861.

SIR: You will proceed in the U. S. steam tug *Yankee*, under a flag of truce, for the purpose of taking Lieutenant Todd, bearer of dispatches to General Huger, to Norfolk.

You will stop when required by the authorities. You will keep the white flag flying all the time.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Lieutenant G. U. MORRIS, U. S. Navy.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, regarding reconnoissance.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 3, 1861.

SIR: I enclose to you for your information a copy of a letter\* received by me; also a letter from General Butler.

I would be pleased if you will make a reconnoissance of the opposite shore at Newport News and report the result of your examination to me in writing,

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Captain JOHN FAUNCE,  
Commanding *Harriet Lane*.

\*Not found.

*Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding the condition of that vessel.*

U. S. S. MONTICELLO,  
June 3, 1861.

SIR: I find, upon enquiry, that this vessel has not been docked for over twenty months. This, in connection with the fact that her bottom, now in sight, already shows signs of the attack of the worms, I would suggest the importance of her being sent to the nearest point to be docked, cleaned, and to receive a coat of patent verdigris, or coppered. She is not coppered, save a few feet below the water line from amidships forward, and in southern waters she would soon be rendered unfit for service.

I am, most respectfully, your obedient servant,  
D. L. BEAINE, U. S. Navy,  
Lieutenant.

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

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, Baltimore, regarding captured schooner F. W. Johnson.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, June 4, 1861.

SIR: I herewith enclose to you the papers relating to the schooner *F. W. Johnson*, of Norfolk, Va., Captain E. M. Stoddard. The said schooner was captured by Captain Goldsborough, of the U. S. S. *Union*, under authority of Senior Flag-Officer Stringham, of the blockading squadron, in an inlet on the coast of North Carolina. Cargo, railroad iron.

The schooner will be sent to Baltimore in charge of Master's Mate Chisholm, of this ship.

Master's Mate Charles Martin, who was present at the capture, will go to Baltimore in the schooner.

Very respectfully, your obedient servant,  
G. J. PENDEGRAST,  
Flag-Officer, Commanding West India Squadron.

U. S. DISTRICT JUDGE,  
Baltimore, Md.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, again urging the need of a paymaster.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 4, 1861.

SIR: I have the honor to inform the Department that I have seen in the papers of this morning the resignation of Paymaster Harwood.

I would be pleased if the Department will send one here, even if it be a new appointment.

Utter confusion must ensue in the paymaster's department for the want of some one to take charge of it. It has now been left for nearly two months without a head.

There is a large amount of money in the safe of this ship which I can not trust in the hands of irresponsible persons without authority from the Department.

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

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

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*Instructions from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding affairs of his command.*

NAVY DEPARTMENT, June 4, 1861.

SIR: Your Nos. 83 and 84 have been received.

The Department has received no request from Commander Goldsborough, nor anything more in relation to his cruise or the capture of a prize than is stated in your letter. The name of such prize and the exact date of capture should always be given. Can you inform the Department of the exact date of the capture of the *Harall*?

The name of Paymaster Harwood, who was under orders to the *Cumberland*, having been stricken from the rolls of the Navy, another paymaster will be ordered to that vessel in a few days.

You will order the *Young America* to the Washington navy yard for repairs. Commander Dahlgren has been instructed to send the *Anacostia* to Hampton Roads as a substitute until the *Young America* returns.

It is very desirable not to send the *Quaker City* to New York unless the necessity is imperative. You will see by the charter party of that vessel, sent you a few days since, that the owners run her, repair her, furnish her all the supplies, and man her.

The Navy furnishes the commanding officer.

Does the mail boat arrive at Old Point daily from Baltimore?

Your services will be required in the Chesapeake until the Atlantic Blockading Squadron is sufficiently increased. In the meantime the *Macedonian* and *Bainbridge* will receive orders from the Department.

Your Nos. 76, 77, 78, 79, and 80 have also been received. You are authorized to employ a pilot, as requested in your No. 80.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Hampton Roads.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding U. S. S. Yankee.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 4, 1861.*

SIR: I beg leave to inform the Department that the steam tug *Yankee* arrived here on the 2d instant, but was not repaired or coppered as I requested. If she remains here she will be eaten up by worms,





UNITED STATES STEAMER HARRIET LANE.

and I desire to have the wishes of the Department in regard to her. I would also state that the *Yankee* arrived here without a commander, and I have been compelled to place a lieutenant from this ship on board of her, which I can not well spare, and would be pleased if the Department will order a suitable commander for her.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

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*Reconnoissance by the U. S. S. Harriet Lane, Captain John Faunce, U. S. Revenue Marine, of Hampton Roads and vicinity, June 4, and an engagement with Confederate battery at Pig Point, Va., June 5, 1861.*

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, transmitting reports of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. *Harriet Lane*.

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 9, 1861.*

SIR: I have the honor herewith to enclose to you the reports of Captain John Faunce, of the U. S. S. *Harriet Lane*, of several reconnoissances made by him; also a list of the wounded in the engagement at Pig Point.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

[Enclosures.]

U. S. S. HARRIET LANE,  
*Hampton Roads, June 4, 1861.*

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant, with its enclosures. In reply I have to say that I am confident that no steamboat or tug has passed down James River since I have been placed at Newport News to assist in its protection. There is a tug [that] comes down from Norfolk every night as far as the batteries at Sewell's Point and returns in the morning, always under cover of the guns of the above-named place. Craney Island Flats prevent my getting said steamer within range of the guns of this vessel. I would respectfully state that I have again made a careful reconnoissance of the shore opposite Newport News, and have to report that there is a sand battery on the south side of Nansemond River at Pig Point, prepared to mount seven guns, but it is not yet finished, and I am inclined to think that no guns are yet mounted, although there appears to be about fifty men employed in completing the work. There is also a battery on the south side of Chockatuck Creek preparing for four guns. To the eastward of Nansemond River, at the mouth of Hog Creek, there is a field battery of three guns. From that point to Craney Island, a distance of about 3½ miles, I see nothing indicating guns or batteries. I have examined James River as high as Day's Point (10 or 12 miles above its mouth) and no signs of fortifications can be seen. I have tried during the morning to draw the fire of the batteries by

approaching as near to them as possible, say from one-half to three-quarters of a mile, but was unsuccessful, which convinces me that they are not ready to commence an attack.

The above is respectfully submitted by your obedient servant,  
 JOHN FAUNCE,  
*Commanding U. S. S. Harriet Lane.*

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron,  
 off Fortress Monroe, Va.*

—  
 U. S. S. HARRIET LANE,  
*Hampton Roads, June 5, 1861.*

SIR: In obedience to orders from General Butler to make a reconnoissance of Pig Point and vicinity, etc., I this morning at 4:50 got underway with my ship from off Newport News and stood toward Craney Island, steaming close in and along the shore. When off Pig Point I observed near the beach a number of men apparently engaged in transporting guns by means of ox teams and wheel carriages, while others were seen near the embrasures of the battery with the secession flag flying over them. At 8:30 a. m. I approached as close to the battery as the flats would allow, a distance of about 1,800 yards, and opened fire, which was promptly returned by the rebels, from, I judge, seven guns, four of which were either 42 or 32 pounders and the others appeared to be 24-pounder howitzers. Two of the shot took effect on the vessel, one passing through the plank-sheer forward of the fore rigging on the port side and out through the starboard bulwarks; the other through the fore rigging, grazing the foremast. Several of their heavy shot passed over the vessel and struck some distance beyond. The shell from their howitzers all fell short. Thirty rounds of shot and shell were thrown by us, nearly all of which fell short; some few, however, were observed to strike within the embrasures. The rebels fired about fifty shot and shell. Having accomplished my object of drawing the fire of the enemy, and thereby discovering the strength of their battery, and finding the range of my guns less than theirs, after an engagement of forty-five minutes I drew off out of range. From the enclosed report of the surgeon you will perceive that five of our men were wounded. It affords me much pleasure to bear testimony to the gallant conduct of the officers and men under my command.

Respectfully submitted.

JOHN FAUNCE, *Captain.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, off Fortress Monroe, Va.*

—  
 U. S. S. HARRIET LANE, *June 5, 1861.*

*List of wounded.*

1. John Brainard (seaman), severe splinter wound in left leg.
2. Nicholas Payne (captain after guard), severe splinter wounds of left hand and face.
3. Peter Woods (ordinary seaman), slight splinter wound of leg.
4. Chris. Kane (seaman), splintered face and leg—slight.
5. Charles Johnson (ordinary seaman), severe contusion.

N. L. CAMPBELL, M. D.,  
*Surgeon.*

Captain FAUNCE.



Report of Commander Pegram, Virginia navy, commanding Pig Point battery, of engagement with U. S. S. Harriet Lane.

PIG POINT BATTERY, June 5, 1861—9 a. m.

SIR: We have just had a smart brush with the *Harriet Lane* and drove her off. I think several shot were put in her hull. The engagement lasted about twenty minutes.

The *Harriet Lane* commenced the engagement by firing an XI [inch] shell.

Respectfully submitted.

R. B. PEGRAM,  
Commander, Virginia Navy.

Flag-Officer F. FORREST.

Report of Brigadier-General Huger, U. S. Army, commanding at Norfolk, Va., regarding attack on Pig Point battery.

HEADQUARTERS FORCES OF VIRGINIA,  
Norfolk, Va., June 6 [5], 1861.

SIR: The steamer *Harriet Lane* was occupied yesterday in reconnoitering our battery at Pig Point, mouth of the Nansemond River, and this morning took up a position and opened fire upon the battery, doing but little damage and injuring no one. The battery replied, and after firing some twenty shots the steamer hauled off suddenly and proceeded to Old Point.

Very respectfully, your obedient servant,

BENJ. HUGER,  
Brigadier-General, Commanding.

Major-General R. E. LEE,  
Commanding Forces of Virginia.

P. S.—One gun, a 32-pounder, burst, without injuring any one. I have sent two to replace it.

Further report of Brigadier-General Huger, U. S. Army, commanding at Norfolk, Va., regarding attack on Pig Point battery.

HEADQUARTERS FORCES NORFOLK HARBOR,  
Norfolk, Va., June 7, 1861.

SIR: I have received information that on the 5th instant the *Harriet Lane* was hit twice by the battery at Pig Point. One shot struck the waterways, passed through a tub of musket balls, damaged the foremast, and went out through the top of the rail. Six men were wounded by the scattering of the musket balls.

Very respectfully, your obedient servant,

BENJ. HUGER,  
Brigadier-General, Commanding.

Major-General R. E. LEE,  
Commanding Forces of Virginia, Richmond, Va.

Report of Commander Pegram, Virginia navy, of the attack by U. S. S. Harriet Lane on Pig Point battery.

PIG POINT BATTERY, June 5, 1861.

SIR: I have the honor to report that the Federal steamer *Harriet Lane* stood within range of this battery at 9 a. m. to-day, and, taking a position at the distance of 1½ miles, commenced firing upon us with

shot and shell from 11-inch shell gun and 32-pounders. She fired about thirty-three shot and shell, many of them well directed, but no one of our party was hurt, nor did the fortifications sustain any injury. A 32-pounder shot struck the muzzle of one of our 8-inch shell guns and cracked it from the face to the chase ring. The gun at the same time was run in for loading, and although the shot was broken into three fragments in the midst of our men, no one sustained the slightest injury. A number of shells exploded near and around us, but all fell harmless to the ground. In return, we fired twenty-three shot and shell. Four or five were seen to take effect in the hull of the steamer, and I am inclined to believe did her some injury, from the manner in which she moved.

For men who had never before been in action, the Portsmouth Rifles were remarkably cool and self-possessed, and after a few rounds got the range of the enemy and fired admirably well. Every officer and man behaved in the most spirited and creditable manner, and were so regardless of danger that I had often to interpose my authority to prevent their exposing themselves unnecessarily to the enemy's fire. The action lasted about fifteen or twenty minutes.

I am, very respectfully, your obedient servant,

R. B. PEGRAM,  
Commander, Virginia Navy.

Commodore FRENCH FORREST,  
Virginia Navy, Commanding Naval Station, Norfolk, Va.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Major-General Butler, U. S. Army, regarding a suspicious tug in Elizabeth River, Virginia.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, June 5, 1861.

SIR: Your letter\* of the 4th instant has been received.

I beg to state in reply that the tug you allude to has been in the habit of coming to the point every morning for the purpose, I have no doubt, of seeing what is transpiring in the roads, and I am satisfied has had no communication with James River.

The *Yankees* can not prevent it without passing the batteries of Sewell's Point and Craney Island.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Major-General BUTLER,  
Commanding Department of Virginia, Fortress Monroe.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, New York, regarding captured bark General Green.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 5, 1861.

SIR: I send you herewith the papers relating to the bark *General Green*, of Charleston, S. C., Captain Benjamin Atwell, from Sagua la

\* Not found.

Grande, Cuba, bound to Baltimore, Md. Cargo, sugar. Enclosed also you will find a list of the papers. The said bark was seized by the U. S. S. *Quaker City*, Commander Overton Carr, U. S. Navy, at the capes of the Chesapeake, as belonging to citizens of South Carolina, a seceded State and at war with the United States.

The said seizure was made by my authority and under instructions from me. The bark will be sent to New York in charge of Acting Master Gifford, U. S. Navy. Ely [M.] Boggs, third mate of the *Quaker City*, who was present at the capture, will go to New York in the bark.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

U. S. DISTRICT JUDGE,  
*New York.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the Acting Quartermaster-General, U. S. Army, regarding schooner Arcola.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 5, 1861.*

SIR: Your communication\* of this date has been received. I beg leave to state in reply that I have determined to send the *Arcola* to Baltimore to the U. S. district judge for such action as he may deem necessary. She was seized at the request and for the use of the fortress.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Captain TALLMADGE, U. S. Army,  
*Acting Quartermaster-General.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the U. S. steamers Quaker City and Young America.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 5, 1861.*

SIR: I would respectfully call the attention of the Department to my dispatch No. 84, in relation to the U. S. S. *Quaker City* and steam tug *Young America*, and ask the early consideration of the Department.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

*Instructions from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prevention of all commercial intercourse with Southern ports.*

NAVY DEPARTMENT, *June 5, 1861.*

SIR: The suggestions in your dispatch No. 23 and others of previous date in reference to the blockade or interruption of communication in

\* Not found.

the insurgent States, with your remarks as to the number and class of vessels requisite for that service, have been duly considered, and so far as circumstances will admit it will be the policy of the Department to carry them into effect.

We have not vessels of the exact description wanted for this service at the present moment, and must therefore avail ourselves of such as we have. It will be a primary object to close the principal ports, and with the remaining vessels (together with such as are passing to and from the depots or on orders) to perform coast-guard service. In this way an interdiction of commercial intercourse with the insurgents will be substantially effected.

It is the intention of the Government to prohibit foreigners from having traffic and making exchanges with those who are in insurrection. There is no place, except at Alexandria, where there is a collection district, with the proper collecting officers, to collect revenue duties or grant clearances, in any of the insurrectionary States.

Foreigners, consequently, should not enter and leave these harbors and traffic with the insurgents, nor must there be intercommunication by sea with them on the part of our own citizens in any of the States while they are resisting the Government and disregarding its laws.

It is possible that some of the lighter craft may in thick weather and at night run the blockade, but your great effort will be to prevent it. For this purpose the suggestion is a good one, that there should be before each of the principal ports one large vessel attended by two others of lighter draft.

The great hazard that must be run will soon cause a general cessation of commercial intercourse, and unremitting vigilance will effectually extinguish it. The *Wabash*, unless you otherwise direct, will be ordered to relieve you, and thus enable you to renew your position at Hampton Roads.

It has been deemed advisable to continue Flag-Officer Pendergrast and the vessels of his squadron, with the exception of the *Macedonian* and *Bainbridge*, on the coast to aid and assist in the blockade, until we can add to your command from other sources.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting request for use of a Government vessel to release Northern prisoners from jail at Georgetown, S. C.*

[Confidential.]

NAVY DEPARTMENT, June 5, 1861.

SIR: I send herewith a copy of a letter addressed to this Department by a gentleman of character and respectable position in society, whose statements I think may be relied on as correct. Whether you can ascertain further particulars, or would be able to afford relief to the parties thus detained for discharging their duty with fidelity, I am unable to advise, but communicate to you the facts in the case.

The difficulty of supplying your squadron with water on this extensive line of coast has suggested itself to the Department as well as

yourself. Could the Government possess itself of an accessible position at some intermediate point between the Chesapeake and Key West, where it could obtain a supply of water and perhaps have a coal depot, it would be an important acquisition to the Navy. Brunswick and other places have been named, but the Department is unadvised in regard to the present defenses, or whether a demonstration could be made at either with certainty and effect. You can doubtless, through some of your command, obtain more definite information and form a more correct conclusion as to taking action than could be expected here. Any information or suggestions from you in regard to the matters herein communicated, or that appertain to the great objects committed to you, will at all times be acceptable.

I can not close without adding that could we by a sudden and bold dash get possession of Brunswick, Fernandina, or some other place in that quarter which we could retain, those who accomplished the work would thereby obtain éelat, and the Navy and country would be greatly benefited.

I am, very respectfully, your obedient servant,

GIDEON WELLES,

*Secretary Navy.*

Commodore S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

Confidential.]

GUILFORD, CONN., *June 2, 1861.*

DEAR SIR: I am in possession of facts respecting the port of Georgetown, S. C., which I feel it my duty to communicate to your Department, and I write at the request of Hon. John Woodruff, ex-Member of Congress from this district. Perhaps you may recollect, sir, that I have spent a number of years in Georgetown, S. C., and a friend of mine has just returned from there.

They have in the jail of that place the collector and his deputy.

John Merriman, the collector, has been confined since last December for merely writing to the Department his intention of clearing vessels from that port as before, under the United States, and they are now threatening to hang them.

There is a man in that place who has a commission from Jeff. Davis for privateering, and is about fitting out a craft for that purpose.

A great proportion of the rice grown in South Carolina is raised in that vicinity, and is carried by steamers to Charleston. The steamers which carry the rice run the blockade in foggy weather by keeping close inshore.

We have a number of Northern merchants there, whose goods have just been confiscated and they ordered to leave. They are now ready to volunteer their services to our Government to go back and open the jail doors and liberate those true-hearted patriots, provided the Government will send a steamer. The bar affords 11 feet of water at high tide. It would require but a small force to accomplish it.

If, sir, you should consider these matters of sufficient importance for your attention, I can give you every particular respecting the place, the entrance, and a good pilot over the bar.

Yours, very respectfully,

F. A. DRAKE.

Hon. GIDEON WELLES,

*Secretary Navy.*

## ATLANTIC BLOCKADING SQUADRON.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the U. S. S. Harriet Lane.*

NAVY DEPARTMENT, *June 6, 1861.*

SIR: Herewith enclosed is a copy of a letter addressed to the Secretary of the Treasury by Captain Howard, of the U. S. Revenue Marine, in relation to the armament of the *Harriet Lane*.

The Department would be pleased to have your views on the subject.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

TREASURY DEPARTMENT, *June 3, 1861.*

SIR: I have the honor to transmit copy of a letter from Captain William A. Howard, U. S. Revenue Marine, relative to the armament of the *Harriet Lane*.

I would remark that any expenditures made on account of the revenue vessels while serving under the orders of the Navy Department, are by law to be borne by said Department, and therefore it is deemed only necessary to advise you of the inadequacy of the battery of the *Harriet Lane* for her present duties, to have the defect promptly remedied, which is respectfully requested.

I am, very respectfully,

S. P. CHASE,  
*Secretary of the Treasury.*

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

[Subenclosure.]

NEW YORK, *June 1, 1861.*

SIR: The *Harriet Lane* having a prominent position in the blockading squadron, and liable any hour to be brought into action, I consider it my duty, for the safety and honor of our flag, to report to you she is inadequately armed to meet such vessels and batteries she is most likely to engage, and respectfully request she may be withdrawn from the fleet long enough to exchange her battery of three 32-pounder guns and four 24-pounder howitzers for four 9-inch and one rifled 8-inch gun (the latter I have ready for her) and two 24-pounder howitzers. The Navy Department will no doubt be willing to make the desired and necessary change.

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

W. A. HOWARD,  
*Captain, U. S. Revenue Marine.*

Hon. S. P. CHASE,  
*Secretary of Treasury, Washington.*

[Endorsement.]

There are at present no 9-inch guns, the last having been just delivered to the War Department; it is not, therefore, possible at this time to comply with Captain Howard's request.

Very respectfully,

A. A. HARWOOD,  
*Chief of Bureau.*

*Letter from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding repairs to the U. S. S. Yankee.*

NAVY DEPARTMENT, June 6, 1861.

SIR: Your No. 87 has been received. There are no facilities here for coppering vessels, and very few, with other duties, for repairing them. When you can spare the *Yankee* she might be sent to Philadelphia for the purpose of being coppered. With regard to a commander for her, the following is an extract from instructions given to Flag-Officer Stringham May 18:

The officers, crew, and engineers now serving on board are to continue, and will be paid by her present owners up to the 25th of this month (May), inclusive, when you will make such temporary appointments for the *Yankee* as she may require. The conditions stated in the copy of instructions sent to you on the 16th instant refer rather to the large purchased and chartered vessels. Such as the *Yankee* will not require so many officers, and it is left to your discretion to arrange them.

The owners of the *Quaker City* keep that vessel in repair and the Government is not called upon for any of her expenses.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Hampton Roads.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Selfridge, U. S. Navy, to assume temporary command of the U. S. S. Yankee.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 6, 1861.*

SIR: You are hereby appointed temporary commander of the steam tug *Yankee* until the pleasure of the Department is known.

Very respectfully,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

Lieutenant THOS. O. SELFRIDGE, U. S. Navy.

*Letter of thanks from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Brigadier-General Huger, U. S. Army, commanding at Norfolk, Va.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 6, 1861.*

SIR: Your communication \* of this date, under a flag of truce, has been received. You will accept my thanks for the prompt manner in which you have complied with my request. Your request in regard to Mrs. Major [General?] Gwynn shall be complied with, and I will see that she receives a safe convoy to her destination. I have given my permission to Captain Russell, of the Baltimore steamer, to visit Norfolk under the flag of truce, if the officer in charge will receive him.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

Brigadier-General BENJAMIN HUGER,  
*Commanding Forces, Norfolk Harbor.*

\* Not found.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Major-General Butler, U. S. Army, commanding Fortress Monroe, regarding transportation of refugees.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, June 6, 1861.

SIR: I beg leave to inform you that I have received this day, by a flag of truce, about 200 men, women, and children, which I desire to send North by the first transport leaving here, and would feel obliged to you if you will place one at my disposal when such an opportunity presents itself.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Major-General BUTLER,  
Commanding Forces, Department of Virginia.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding affairs of his command.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 7, 1861.

SIR: Your dispatch under date of the 6th instant has been received. As regards the *Yankee*, she can be spared now, as she is useless, and I doubt whether I could get her as far as Philadelphia. With reference to the *Quaker City*, it is absolutely necessary that she should have some repairs made, and I again respectfully call the attention of the Department to my dispatch No. 84, as regards her going to New York. The crew are dissatisfied and anxious to leave, and I would be pleased to have the order of the Department to send her to New York to be repaired by her owners, and that she may receive a new crew, in accordance with her charter. I would be pleased also to have instructions as regards the captured tug *Young America*, referred to in my dispatch No. 84. As she is, she is worthless. I am left at present with only this ship and the *Harriet Lane* in Hampton Roads, and the *Dawn* at the mouth of York River, the only effective vessels here to carry on the blockade, and I am frequently called upon by Major-General Butler for assistance, which it is not in my power to render. I would suggest that two or more small steamers be sent here temporarily, if not for a longer time, particularly a tugboat.

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

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

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

P. S.—I have had an examination made by the chief engineer of the *Quaker City* on the *Yankee*, and the enclosed report shows the result. I would respectfully suggest that the *Keystone State* supply the place of the *Quaker City*, if she can be spared.

G. J. PENDERGRAST.



[Enclosure.]

U. S. S. QUAKER CITY,  
Hampton Roads, June 7, 1861.

SIR: Pursuant to your letter of instructions, I have made an examination of the boilers and engine of the U. S. steam tug *Yankee* and find the engine entirely out of order and unfit for service.

I find that the steam and exhaust valves leak so badly as to necessitate their being faced or newly ground in; that the cam is so much worn as to require entire renewal. The air pump is also not in good order, the floating top requiring a new face. The force pumps of the engine require overhauling. All the connections of the engine require to be fitted with new brasses. The steam or donkey pump requires thorough overhauling, as it will not work either on the sea or bilge. I find that the boiler is so much exposed as to require covering with felt and canvas to prevent condensation, and also that the safety valve leaks so badly as to render it impossible to keep any pressure of steam on the boiler. The base of the smoke pipe requires an apron fitted to it so as to prevent rain or other water from running over the steam drum or boiler.

Most respectfully, yours, obediently,

S. FARRER,  
Chief Engineer U. S. S. *Quaker City*.

Flag-Officer PENDERGRAST, U. S. Navy,  
Commanding U. S. Naval Forces, Hampton Roads.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, designating additional vessels for his command.*

NAVY DEPARTMENT, June 8, 1861.

SIR: The following additional vessels have been ordered to the Atlantic Blockading Squadron: *Jamestown*, Commander Charles Green; *Vandalia*, Commander S. P. Lee; *Dale*, Commander E. M. Yard; *Daylight*, Commander Samuel Lockwood.

The *Vandalia* has sailed from New York for the coast of South Carolina, with orders to report to you.

Should she not find you off Charleston, she was directed to remain there until further orders.

The other vessels are to proceed to Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, Hampton Roads.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, giving further information regarding capture of schooner F. W. Johnson.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Moxroe, Va., June 8, 1861.

SIR: I have the honor to acknowledge the receipt of the Department's letter\* under date of the 4th instant. I beg to inform the Department that Commander Goldsborough, of the U. S. S. *Union*, reported

\* See p. 606.

to me, and also reported the capture of a prize on the 1st day of June, which proved to be the schooner *F. W. Johnson*, of Norfolk, Va.; cargo, railroad iron. The said schooner was sent to Baltimore and delivered over to the U. S. district judge. As regards the *Hazell*, I know nothing of her. Flag-Officer Stringham had her in charge. In obedience to your instructions I shall send the *Young America* to Washington for repairs. In relation to the *Quaker City* I would respectfully refer the Department to my dispatch \* No. 89. The Baltimore mail boats arrive regularly every day, Sundays excepted. The Department will please pardon my neglect in not informing it of captures made here. Through the press of business here, which is very great, I entirely forgot it. Hereafter all such information will be given to the Department. All vessels captured were sent to a Northern U. S. court, for such action as may be necessary, in charge of trusty persons with letters to the U. S. district judge stating the facts of their capture. I would respectfully request that the Department give me authority to appoint a clerk. An immense deal of writing incidental to a blockade is necessary, and I have no one but my secretary.

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

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

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding special service to be performed by Lieutenant Crosby, U. S. Navy.*

NAVY DEPARTMENT, June 8, 1861.

SIR: You will direct Lieutenant Peirce Crosby to report himself to Major-General Butler for such special duty as he may assign him. This order is not intended to detach that officer from the *Cumberland* nor to deprive him of sea pay during his temporary absence, but should the *Cumberland* sail from Hampton Roads before the completion of his service ashore you will issue orders for him to report for duty on board the *Minnesota* or some other vessel of Flag-Officer Stringham's squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Fortress Monroe, Va.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding a paymaster for his command.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., June 8, 1861.*

SIR: The orders of the Department for Paymaster Thomas R. Ware, enclosed to Major-General Butler, have been by him referred to me.

I beg leave to inform the Department that I know of no opportunity by which I could send them to him.

I think it very doubtful of getting a paymaster from that source and hope that the Department will send one without delay, as we are very much in need of such an officer.

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

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the capture of a small sloop by the U. S. S. Harriet Lane.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., June 8, 1861.*

SIR: I have the honor to inform the Department of the capture of a small sloop of about 15 or 20 tons on the 5th instant by the U. S. S. *Harriet Lane*. The said sloop was loaded with provisions, and for some time past has been engaged in carrying marketing from Smithfield to Norfolk. I have directed that she be used by the *Harriet Lane* at the mouth of James River. She is of small size and value and is not worth sending to a court. I would be pleased to have the instructions of the Department in regard to her. An inventory of the articles on board has been taken. The captain of the sloop, having been engaged in a business that I am not altogether satisfied with, I have detained him a prisoner on board of this ship; the other two men remain on board of the sloop.

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

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

*Letter of approval from the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron.*

NAVY DEPARTMENT, *June 12, 1861.*

SIR: Your No. 92 has been received.

The Department approves your course pursued with the prize of the *Harriet Lane*, if she was violating the blockade or belonged to the insurgents.

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

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Hampton Roads, Virginia.*

*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the sailing of that vessel from the navy yard, New York.*

U. S. PROPELLER DAYLIGHT,  
*At Sea off Sandy Hook, June 8, 1861.*

SIR: I have the honor to forward herewith enclosed a list of the officers, also a muster roll of the officers and crew of the U. S. propeller *Daylight*, under my command.

I took my departure from the navy yard yesterday afternoon, and night overtaking us, I anchored at the horseshoe inside of Sandy Hook, and a fog setting in prevented our getting underway early this morning. The pilot did not leave us until half past 9, and I shall proceed with all dispatch to carry out the orders of the Department.

I am, sir, respectfully, your obedient servant,

SAM. LOCKWOOD,  
Commander.

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

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*Order of the Secretary of the Navy to Commander Yard, U. S. Navy, commanding U. S. S. Dale, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, June 8, 1861.

SIR: The U. S. sloop of war *Dale*, under your command, is to form a part of the Atlantic Blockading Squadron, Flag-Officer S. H. Stringham. As soon as she is in all respects prepared for sea you will proceed with her to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty.

A supply of shells for the *Dale* will be sent to Hampton Roads from Washington.

Before sailing transmit to the Department a muster roll of the *Dale* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander E. M. YARD,  
Commanding U. S. S. Dale, Portsmouth, N. H.

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*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Sailmaker Bruce, U. S. Navy, to proceed to Washington, with the U. S. S. Young America.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 8, 1861.

SIR: By direction of the Secretary of the Navy, you will proceed in the steam tug *Young America* to Washington, for the purpose of having her repaired.

On your arrival at Washington, you will report yourself to the commandant of the navy yard and the Secretary of the Navy.

You will use all possible dispatch in having her repaired and return to this place as soon as possible.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

DAVID BRUCE,  
Sailmaker, U. S. Navy, U. S. Ship Cumberland.

*Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of the readiness of that vessel for service.*

U. S. S. MONTICELLO,  
Washington Navy Yard, June 8, 1861.

SIR: I have the honor to report that U. S. S. *Monticello* is ready in the most essential points for immediate service.

I can start with one hour's notice.

I have the honor to be, your obedient servant,

D. L. BRAINE, U. S. Navy,  
Lieutenant in Charge, U. S. S. *Monticello*.

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the arrival of United States vessels at Hampton Roads.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 9, 1861.

SIR: I have the honor to inform the Department that the U. S. S. *Flag*, Lieutenant Commanding Sartori, arrived here on the 2d instant and the U. S. S. *Union*, Commander Goldsborough, on the 3d instant, with a prize already referred to in my dispatch No. 90. They both sailed on the evening of the 3d to join Flag-Officer Stringham. I would also report to the Department the arrival of the U. S. S. *Anacostia*, Lieutenant Commanding N. Collins, on the 7th instant.

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

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

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

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Selfridge, U. S. Navy, commanding U. S. S. Yankee, to proceed with that vessel to Philadelphia for repairs.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, June 9, 1861.

SIR: By direction of the Secretary of the Navy, you will proceed in the steam tug *Yankee* to Philadelphia navy yard for the purpose of having her coppered and machinery repaired.

You will report yourself to the commandant of the navy yard and use all possible dispatch in having your vessel repaired and return to this place as soon as possible.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Lieutenant THOS. O. SELFRIDGE, U. S. Navy,  
Commanding Steam Tug *Yankee*.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Crosby, U. S. Navy, to report for duty to Major-General Butler, U. S. Army.*

U. S. FLAGSHIP CUMBERLAND,  
Off' Fortress Monroe, Va., June 9, 1861.

SIR: By direction of the Secretary of the Navy, you are hereby ordered to report to Major-General Butler, for such special duty as he may assign you. This order is not intended to detach you from the *Cumberland*, nor to deprive you of sea pay during your absence, but should the *Cumberland* sail before the completion of your services ashore, you will be ordered to some one of the vessels comprising the blockading squadron under Flag-Officer Stringham.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Lieutenant PIROE CROSBY, U. S. Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding orders issued to Lieutenants Selfridge and Crosby.*

U. S. FLAGSHIP CUMBERLAND,  
Off' Fortress Monroe, Va., June 9, 1861.

SIR: I have the honor to inform the Department that I have ordered Lieutenant Selfridge, of this ship, to the command of the *Yankee*, and Lieutenant Crosby having been ordered on special duty, leaves this ship deficient two lieutenants.

I would be pleased if the Department will supply their places.

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

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, transmitting information regarding steamer Quaker City.*

U. S. FLAGSHIP CUMBERLAND,  
Off' Fortress Monroe, Va., June 9, 1861.

SIR: I have the honor herewith to enclose to you two letters, one from Captain Wilson, agent of the owners of the *Quaker City*, and one from Solon Farrer, chief engineer, upon which was based my letter to the Department for instruction to send her to New York.

The *Quaker City* has been of great service to us here, and has been an active cruiser. Should she break down, I have no vessel to take her place.

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

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

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

[Enclosures.]

U. S. S. QUAKER CITY,  
Hampton Roads, June 7, 1861.

SIR: Commander Carr, U. S. Navy, the commanding officer of this vessel, has handed me an extract of a communication to you from the honorable Secretary of the Navy, to the effect that the owners of the *Quaker City* keep that vessel in repair, and the Government is not called upon for any of her expenses.

I have most respectfully to remark, as the agent for the owners of the *Quaker City*, that the question is not one of expenses. It is simply to find a place, materials, and mechanics wherewith to keep her in running order.

It is unnecessary to detail now, after the repeated representations to you, the condition of the vessel and the necessity of repairs.

Be assured, sir, that she will run as long as possible, and I only ask that reasonable opportunities may be afforded to keep her machinery in an efficient state.

Most respectfully, your obedient servant,

THOMAS W. WILSON.

Flag-Officer PENDERGRAST, U. S. Navy,  
Commanding U. S. Naval Forces, Hampton Roads.

U. S. S. QUAKER CITY,  
Chesapeake Bay, June 5, 1861.

SIR: Having been informed that the charter of the above-named steamer has been renewed by the Government for a period of ninety days, I beg respectfully to inform you that having been originally ordered to prepare the ship for thirty days only, my stock of engine stores and material will soon require replenishing, and although the engine and boilers are still comparatively in order, yet the ordinary wear of over forty days' steaming will shortly necessitate a return to some port where the advantage of a machine shop can be obtained.

Respectfully submitting the foregoing to your consideration, I am, yours, very respectfully,

SOLOM FARRER,  
Chief Engineer.

Captain O. CARR,  
Commanding.

*Order of the Secretary of the Navy to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding that vessel.*

NAVY DEPARTMENT, June 10, 1861.

SIR: As soon as the steamer *Monticello* is prepared for service, you will return with her to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty.

Commander E. M. Yard has been ordered to command the *Monticello*, and will join her at Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant D. L. BRAINE,  
Temporarily in Charge *Monticello*, Washington.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding operations of his command and capture of brig Hallie Jackson.*

U. S. S. MINNESOTA,  
Off Savannah, June 11, 1861.

SIR: I had the honor of addressing you, under date of June 6, advising the Department of the occurrences off Charleston up to and including that date, which I forwarded by the prize to the U. S. brig *Perry*, the schooner *Savannah*, in charge of Midshipman R. S. McCook.

On the 6th instant, about 8 p. m., I was much gratified by the arrival of the steamer *Union*, Lieutenant Commanding J. R. Goldborough, and *Flag*, Lieutenant Commanding Lewis C. Sartori, and on the 7th, about 8 a. m., by the arrival of the frigate *Wabash*, Captain Samuel Mercer.

The same day I ordered the *Union* to proceed to her station off Savannah.

On the 8th instant we discovered a vessel to the south and west of our station. I ordered the *Flag* to see what vessel it was; she reported the *Union*, which vessel had chased a steamer with a vessel in tow. The commander of the *Union* supposed one was a privateer, from the fact of being fired on by the vessel in tow. They escaped, going into Stono.

The *Union* returned to Savannah. I ordered the *Flag* to look carefully after these vessels. Up to the time of my departure nothing was seen of them.

Leaving the *Wabash* and *Flag* off Charleston, I came down to Savannah yesterday. When off St. Helena [S. O.] we boarded a bark standing off the land under easy sail. She proved to be the English bark *Edward*, from Liverpool for Savannah, with salt and coal. The chief mate came on board of us and reported that the captain had been on shore since Wednesday last, going in a boat from shore; that the bark had been twice boarded, June 6 by U. S. brig *Perry*, and 8th June by U. S. S. *Union*, each time warned off and notified of the blockade. Under these circumstances and other statements of suspicious character, I ordered the bark to follow in charge of Lieutenant Bryant.

She followed us to our present anchorage, when I ordered Acting Master Josiah Snow to visit and examine the bark, who reported the cargo of salt as having been evidently moved, which, in connection with the statement of the mate, that a shore steamer, the *Robert Olinch*, having been twice alongside, the absence for so long a time of the captain, etc., raised a strong suspicion in my mind of her having been engaged in an unlawful proceeding. Yet under the circumstances of the absence of the master, and all the ship's papers being out of the possession or control of the mate and he unable to produce any for my examination, I have finally concluded to order this vessel to proceed at once to sea, going to any foreign port or to a port in the United States north of the capes of Virginia.

We also boarded the English schooner *Victoria*, from Havana, bound to New York, and after noting the circumstances on her papers she proceeded on her voyage; and at same time yesterday witnessed the capture by the steamer *Union* of the brig *Hallie Jackson*, owned in Savannah, bound from Matanzas to Savannah with molasses. I have ordered her to New York, under charge of Lieutenant N. O. Bryant.

We are engaged this morning in supplying with coal the *Union*. She uses coal very fast, and carries but little. She is not fit for an



Atlantic blockading vessel, will only do near a coal depot. I herewith forward the oaths of the crew of the *Minnesota*.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting suggestions regarding Smith's Island as a probable point of smuggling operations.*

Confidential.]

NAVY DEPARTMENT, June 11, 1861.

SIR: I enclose herewith a copy of a communication received at this Department bearing the following endorsement, viz:

HEADQUARTERS OF THE ARMY,  
*Washington, June 11, 1861.*

Respectfully referred to the honorable Secretary of the Navy for his information.  
By command of Lieutenant-General Scott:

GEO. W. CULLUM,  
*Lieutenant-Colonel and Aid-de-Camp.*

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Commodore S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

WORCESTER, June 9, 1861.

HONORED SIR: I take the liberty of suggesting that there may be some piratical work going on, or landing of contraband articles supplying Maryland and Virginia, etc., at Smith's Island, situate north and adjoining the entrance of Capes Charles and Henry, the mouth of the Chesapeake.

The island may be some 8 or so miles long. I am not posted on this, but there are several places of inlet to it between the continent and it, and very few houses on the island. It used to belong to G. W. Parke Custis, and now, I suppose, to Colonel Lee (that was); formerly belonged to General Washington.

Please excuse the liberty I have taken in thus addressing you. A vessel may easily look around occasionally. I only feel desirous to serve the Union, and thus discharge an impression on my mind. I am a resident of Washington and do not sign my name, as I may be much injured if known in this at present, but, if desirable, after a while will make myself known.

With great respect, your humble servant,

UNION.

His Excellency W. SCOTT,

*Lieutenant-General, U. S. Army.*

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding U. S. S. Quaker City.*

NAVY DEPARTMENT, June 11, 1861.

SIR: Your No. 96, dated the 9th inst, has been received. The *Quaker City* has been [can be] sent to New York, when the necessity

arises, and the *Monticello*, which has been ordered to Hampton Roads, can take her place.

Every exertion should be made to expedite the return of the *Quaker City* to her station.

The Department authorizes you to appoint temporarily a clerk, the appointment to continue during the pressure of business at Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Comdg. West India Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding fresh water.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 11, 1861.*

SIR: I have the honor to inform the Department that I was in error in stating that the Baltimore boats arrived here regularly, Sundays excepted; they arrive every day, including Sunday.

I would also state that they have brought here about 23,000 gallons of water supplied by Mr. Clayton.

I will notify Mr. Clayton of the amount needed for the other ships, so that he can furnish it in time.

I have the honor to be, very respectfully, sir, your obedient servant,  
G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the arrival of the U. S. S. Daylight.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 11, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Daylight*, Commander Lockwood, arrived here on the evening of the 9th instant.

I have the honor to be, very respectfully, your obedient servant,  
G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, transmitting reports regarding repairs needed by the U. S. S. Harriet Lane.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 12, 1861.*

SIR: I have the honor herewith to enclose to the Department two letters, one from Captain Faunce and the other from the chief engineer of the U. S. S. *Harriet Lane*.

I would state to the Department that the *Harriet Lane* has been an active cruiser here, and that I believe the suggestions of Captain Faunce to be well founded.

I would be pleased to have the instructions of the Department in relation to her.

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

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

[Enclosure.]

U. S. S. HARRIET LANE,  
*Off' Newport News, June 11, 1861.*

SIR: I have the honor to state that repairs are absolutely necessary to this vessel and her engines; her boilers also require a thorough overhauling; the ship's provisions will be exhausted by the 30th of this month; that the terms of service of many of my crew and engineer department will expire within ten days, and that the armament of this ship is by no means such as should be provided to render her efficient in the present state of affairs.

In view of these facts, and of the important events that may soon be expected to transpire in this vicinity, I have to request that this ship be ordered to New York for the necessary repairs, alterations, and supplies at as early a day as possible, in order that when called upon for active service in the face of the enemy we may not be so liable to defeat and disgrace, as would be the case in our present condition if again called upon to encounter a determined and well-armed enemy.

I would also respectfully call your attention to the enclosed report of my chief engineer.

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

Flag-Officer G. J. PENDERGRAST,  
*Flagship Cumberland, off' Fortress Monroe.*

[Subenclosure.]

U. S. S. HARRIET LANE,  
*Off' Newport News, Va., June 5, 1861.*

SIR: I have again the honor to call your attention to the condition of the boilers and engines of this vessel. Steam having been kept up on the ship ever since she left the Brooklyn navy yard, in February last, with the exception of three days only, the engines require repacking throughout. Not only do the boilers require some repairs necessary to their strength under pressure of steam, but the valve motion continues much deranged, and the engine frames work badly on account of the corroding away of the holding-down bolts, which has already caused the breaking of the exhaust-pipe connection, thereby destroying the vacuum, and so greatly reducing the power of the engines as to destroy their capacity for quick action. This was unpleasantly the case to-day during the action with the battery on Pig Point, when, for some time, I was under the greatest anxiety lest the engines should lose their action. Situated as we then were, this might have resulted in the loss of the ship and serious calamity to all on board.

Under these peculiar circumstances, and in order that the vessel may retain her reputation for efficiency, I beg leave to submit the necessity of her soon undergoing the necessary repairs.

I am, sir, very respectfully, your obedient servant,  
 JAMES R. DEZBURGH,  
*Chief Engineer.*

Captain JNO. FAUNCE,  
*U. S. S. Harriet Lane.*

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*Order of the Secretary of the Navy to Captain Purviance, U. S. Navy, commanding U. S. frigate St. Lawrence, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, June 12, 1861.

SIR: The U. S. frigate *St. Lawrence*, under your command, is to form a part of the Atlantic Blockading Squadron, Flag Officer Bilas H. Stringham. As soon as she shall be in all respects prepared for sea, you will proceed with her to Hampton Roads and report to Flag Officer Stringham, or the senior commanding officer present, for duty.

You will transmit to the Department before sailing a muster roll of the crew of the *St. Lawrence* and a separate list of her officers.

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

Captain HUGH Y. PURVIANCE,  
*Commanding U. S. Frigate St. Lawrence, Philadelphia.*

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the U. S. S. Harriet Lane.*

NAVY DEPARTMENT, June 13, 1861.

SIR: I have received your No. 99, enclosing the report of Captain Faunce and the engineer of the *Harriet Lane* on the condition of the machinery of that vessel.

You will please direct Captain Faunce to proceed to New York with the *Harriet Lane*, where she will be repaired with all dispatch and then return to her station.

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

Flag Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Hampton Roads.*

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*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Carr, U. S. Navy, commanding chartered steamer Quaker City, to proceed to New York for repairs.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 13, 1861.*

SIR: You will proceed in the chartered steamer *Quaker City* to New York for the purposes set forth in Captain Wilson's letter to me.

You will use all possible dispatch in having these suggestions carried out, and lose no time in returning to this place.

Captain Wilson stated in his letter that from four to five days would be necessary, and I shall expect the *Quaker City* here at that time.

You will please give passage to seven invalid seamen belonging to this ship on their way to the New York hospital.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Commander OVERTON CARR, U. S. Navy,  
*Commanding Quaker City.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the movements of the U. S. steamers Monticello and Quaker City.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 13, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Monticello*, Lieutenant Commanding Braine, has arrived here, and that I have this day dispatched the *Quaker City* to New York for the purpose of carrying out the suggestions of Captain Wilson in his letter to me already submitted to the Department in my dispatch No. 96. I would respectfully suggest to the Department that some arrangement be made here with the ordnance factory at Fortress Monroe, so as to enable the small repairs on vessels to be made here, and thereby save the time and expense of sending them North. These suggestions were made after a consultation with Major-General Butler. I would respectfully request that a competent naval engineer, with four machinists and two boiler makers, be sent here for that purpose.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

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

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the closing of the ports of North Carolina by means of sunken vessels, and transmitting correspondence suggesting the importance of closing the port of Fernandina.*

Confidential.]

NAVY DEPARTMENT, *June 14, 1861.*

SIR: I send you herewith copies of letters received at this Department from the Assistant Secretary of the Treasury and the collector at Wilmington, Del. The suggestions in regard to Fernandina and the importance of having an armed vessel at that point have been heretofore made by other parties. This is probably the most important port to close up on the eastern coast of Florida. It is also deemed advisable that an armed vessel should, at all events for a period, be stationed

off Cape Fear, provided it can be done without weakening other more important points that should be guarded with unremitting vigilance. It is represented that no inconsiderable amount of commerce is carried on at this time from various places in North Carolina, but especially from Cape Fear. In regard to many of the smaller inlets, it has already been intimated that by sinking hulks or captured prizes of little value, communication may be suppressed. Hulks can probably be obtained at Baltimore to enable you to close some of the Southern ports. You will please give this subject consideration, and communicate your views to the Department.

I am, respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

TREASURY DEPARTMENT, *June 6, 1861.*

SIR: The enclosed communication from Mr. Rodney, collector at Wilmington, Del., I deem to be of sufficient importance to demand of me a statement in regard to it.

Fernandina is the Atlantic terminus of the Florida Railroad. Mr. Yulee, formerly of the Senate, has control of the road, and for the purpose of passenger and mail communication with Charleston by the outside route had completed last fall a new steamer, said to be fast. It is to this steamer, undoubtedly, that the letter refers. From Savannah to Key West there is no port except an old one at [St.] Augustine. Fernandina may be approached by large vessels direct from the sea, and by smaller vessels through the inner passage from Cumberland Sound. What batteries may have been erected this spring I, of course, know not, but I am satisfied that the steamer referred to could with ease be cut out and at the same time the railroad bridge connecting Fernandina with the mainland be destroyed, and the usefulness of that road in a great degree impaired, if not destroyed.

I am, respectfully,

GEO. HARRINGTON.

Hon. S. P. CHASE.

[Subenclosure.]

WILMINGTON, DEL., *June 4, 1861.*

SIR: I have this moment received information which I think the Government should be in possession of.

Captain Brower, of the schooner *Anna Smith*, of Wilmington, Del., reached here this day and reports that his vessel was captured by order of the government of Florida at Cedar Keys, on the 12th day of May last, from whence he made his escape; that the rebels are arming with two heavy guns, and a crew to consist of 100 men, a remarkably fast steamer at the port of Fernandina, eastern Florida, for the purpose of intercepting the California steamers.

Captain Brower is a reliable and intelligent man, and full faith may be given to his report.

With high respect, etc.,

T. M. RODNEY.

Hon. S. P. CHASE,  
*Secretary Treasury.*

*Order of the Secretary of the Navy to the senior officer at Hampton Roads, to seize steamer Hurl, supposed to be engaged in illegal traffic.*

Confidential.]

NAVY DEPARTMENT, *June 14, 1861.*

SIR: It has been reported to this Department that a small steamer, supposed to be the *Hurl*, plying between Baltimore and the Pocomoke River, is laden with articles contraband of war. This steamer must be seized and examined. Smith's Island is reported to be the rendezvous of stores, etc., for the Virginia shore, which will also call for your investigation.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

SENIOR NAVAL OFFICER,  
*Hampton Roads, Virginia.*

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*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to furnish information regarding facilities for repairing vessels at Fortress Monroe.*

NAVY DEPARTMENT, *June 15, 1861.*

SIR: Your No. 100\* has been received, in which you suggest that some arrangement be made with the ordnance factory at Fortress Monroe, so as to enable the small repairs on vessels to be made there, and thus save the time and expense of sending them North.

The Department would like to have more definite information on this subject and to know what arrangement can be made. It has no information of the facilities of the factory for executing such repairs, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the arrival at Fortress Monroe of the U. S. ship Jamestown.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 15, 1861.*

SIR: I have the honor to inform the Department that the U. S. sloop of war *Jamestown*, Commander Charles Green, arrived here last evening.

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

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

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\* See p. 719.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Green, U. S. Navy, commanding U. S. ship Jamestown, to prepare that vessel for sea.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 15, 1861.

SIR: You will prepare your ship for sea in all respects, and have your water, wood, and provisions filled up.

You will inform me when you are ready and await the further orders of Flag-Officer Stringham.

Very respectfully,  
G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Commander CHAS. GREEN,  
Commanding U. S. Ship Jamestown.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, Baltimore, regarding captured schooner Arcola.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 16, 1861.

SIR: I send you herewith the papers relating to the prize schooner *Arcola*, Captain Lewis, of Norfolk, Va., from Baltimore, bound to New York; cargo, corn and merchandise.

The said schooner was seized by order of Flag-Officer Stringham on the 22d day of May, as belonging to the citizens of a seceded State, at war with the United States.

Her cargo (corn) was ordered to be landed at Fortress Monroe for the use of the Government by Flag-Officer Stringham.

The remaining cargo (merchandise) I have ordered with the vessel to Baltimore in charge of John G. Foster, master's mate of this ship, for such action as may be necessary in such cases.

Very respectfully, your obedient servant,  
G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

U. S. DISTRICT JUDGE,  
Baltimore, Md.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, transmitting reports of commanding officer and engineer of the U. S. S. Dawn, regarding impaired condition of that vessel.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 16, 1861.

SIR: I have the honor herewith to enclose the reports of Commander Chandler and the engineer of the U. S. S. *Dawn*, from which the Department will learn that she is in a very deplorable condition.

From what I have seen of the vessel she is very inefficient, both in armament and every other respect, and I would respectfully suggest that a more suitable vessel be sent here to take her place.

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

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



[Endorsement.]

The boilers of the *Dawn* have just been repaired at Baltimore.

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

JULY 5, 1861.

[Enclosures.]

U. S. S. DAWN,  
*Hampton Roads, Virginia, June 15, 1861.*

SIR: On my way to your anchorage, I have the honor to inform you that nothing very material in reference to the blockade of York River by the vessel under my command has occurred since my report to you of the 29th ultimo; but that, in consequence of repeated leaks in the smaller boiler flues, and the unreliable condition of several of them, I have been compelled to leave my station in order to request a survey on them. As, without the ability to get up steam and anchor instantly, night or day, for manœvering, a vessel of only two (broadside) guns, and as unmanageable as this steamer is with her sails, I feel an unwillingness to imperil her safety by such inefficiency, or to fail in accomplishing the object of the Government in an effectual blockade of that river.

After patching the leak referred to in my report of the 29th we steamed out of Hampton Roads the next morning for our station, but had not got within 10 miles of it (being under 28 pounds of steam only) before we sprang a leak in another flue, which, soon extinguishing the fire, compelled us in the face of our foe to conceal our crippled condition from view by making the last 5 miles from our usual anchorage under the square sail alone, the wind being (fortunately) abaft at the time.

Having anchored about 6 miles from Yorktown and repaired that leak as soon as possible, we have kept the fires banked (with steam under 28 pounds) ever since, except on the following occasions, viz: At early dawn on the 7th (after a dense fog in Chesapeake Bay during the previous day and night had lifted), having discovered three ships at anchor from 5 to 7 miles to the eastward and northward and eastward of Back River light house, and supposed that they might have, in the fog, eluded the blockade below, we got up steam and anchor and ran alongside of each, boarding two of them and having a boat with the captain and his papers sent to us from the other. On examination of their papers found that they had been properly endorsed by one of the blockading force off Cape Henry two or three days before. Previously to this (on the 3d June) we had pursued a schooner beating across the mouth of York River from Poquosin Flat, which, upon coming up with, and ordering the skipper with his papers on board, proved to be the prize *F. W. Johnson* (loaded with railroad iron), and sent by you to Baltimore under the command of Mr. Ohisholm.

On another occasion (5th June) we steamed out of York River to cut off a sailboat, but falling in that we boarded, at anchor on the east side of York Spit, a Baltimore brigantine, bound to one of the West India Islands from Baltimore.

The day before yesterday we got up steam and anchor and ran over to the east side of York Spit to procure sand from one of the small islands eastward of Monday's Marsh Point, returning to our usual anchorage in the middle of York River the same afternoon.

Yesterday, about 10 a. m., while at anchor with fires banked and steam at 27 pounds, a leak commenced in one of the small flues on starboard side. We immediately got underway, not wishing to be

caught in a disabled condition, and steamed down the river, burning wood to keep the fires in, until we could reach a place of more security from any attack from a very superior force that a knowledge of our crippled state might provoke. When we had reached the buoys about 10 miles from Yorktown, our fires giving out, we anchored, and as soon as possible patched the leak.

By 7 p. m. we had about 28 pounds of steam up again and fires banked for the night, when about 10 o'clock a leak broke out in another small flue about amidships, compelling us to let off steam and blow the water out of the boiler again preparatory to patching for the fourth time. At daylight this morning we examined and repaired the leak, and got up steam and anchor this afternoon with the intention of steaming down here, lest by remaining longer, even with the fires banked, the flues might give out altogether.

Since writing my report I have been handed a communication by the first assistant engineer in reference to the condition of our boiler and flues, a copy of which is herewith submitted.

Also, accompanying this, a duplicate requisition from the different departments as to our wants, the gunner's being more particularly in answer to your order of the 7th June.

Very respectfully, your obedient servant,

WILLIAM CHANDLER,  
*Commander, U. S. Navy.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding Home | West India | Squadron.*

P. S.—I have also the honor to send a memorandum of the quantity of coal, provisions, wood, and water remaining on hand at this date.

Very respectfully, your obedient servant,

WILLIAM CHANDLER,  
*Commander, U. S. Navy.*

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U. S. (CHARTERED) STEAMER DAWN,  
*June 15, 1861.*

SIR: The following is in our opinion a correct statement in regard to the *Dawn's* boiler:

The boiler is 24 feet 8 inches in length, and 10 feet in diameter; has two furnaces 6 feet 6 inches long by 4 feet 3 inches wide; has one 30-inch and one 12-inch flue running forward from each; has thirty 8-inch return flues. The shell of the boiler is three-eighths of an inch thick, and in good order. The 30-inch flues have never leaked any. The 8-inch flues are in a very bad condition; the iron is not more than one thirty-second of an inch thick in many places, varying from that to one-eighth of an inch. They can not be patched so as to make them safe, and they are likely to give out at any time, even with a pressure of 25 pounds to the square inch. The furnaces are worn considerably, but have not given us any trouble since we left New York.

A. W. REYNOLDS,  
*First Engineer.*

L. BURHANS,  
*Second Engineer.*

SAML. TOMLINSON,  
*Third Engineer.*

Captain WM. CHANDLER,  
*Commander.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding U. S. steamers Harriet Lane and Quaker City.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 16, 1861.

SIR: I have the honor to acknowledge the receipt of the Department's letter under date of the 15th instant directing me to send the *Harriet Lane* [to] New York.

I shall do so as soon as the *Quaker City* returns, as I can not well spare them both at this time.

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

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

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Green, U. S. Navy, commanding U. S. ship Jamestown.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 16, 1861.

SIR: You will please move your ship up to the place indicated by me to you during this tide.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Commander CHARLES GREEN,  
Commanding Jamestown.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding prize schooner Arcola.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 18, 1861.

SIR: I have the honor to inform the Department that I yesterday sent the prize schooner *Arcola*, Captain Lewis, of Norfolk, Va., from Baltimore, bound to New York (cargo, corn and merchandise), to the U. S. court at Baltimore. The said schooner was seized by order of Flag-Officer Stringham on the 22d day of May, and her cargo of corn was landed at Fortress Monroe for the use of the Government, by order of Flag-Officer Stringham. All papers relating to the *Arcola* were sent with her, including a letter to the U. S. district judge, stating the facts of her seizure.

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

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

[Endorsement.]

This vessel, *Arcola*, was owned in Norfolk, Va.  
Respectfully forwarded.

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of cruise from June 11 to 18, and referring to prize vessels Savannah and Hallie Jackson.*

U. S. S. MINNESOTA,  
Hampton Roads, June 18, 1861.

SIR: I have the honor to acknowledge receipt of your favor of May 24, instructing me to furnish duplicate instructions to prize masters, so that one copy may be deposited with the clerk of the district court to which the prize may be sent.

Also yours of same date apprising me that the steamer *Flag*, Lieutenant Commanding Lewis C. Sartori, will form part of the Atlantic Blockading Squadron. I have informed you of her arrival off Charleston, June 6, in company with the *Union*, and I am now prepared to say that I find her a very useful vessel, having excellent capacity for coal, which will obviate the necessity of leaving her station except at long intervals. She is off Charleston in company with the *Wabash*.

Also yours of May 27, apprising me of the recharter of the *Quaker City*, and that she will form part of the Atlantic Blockading Squadron.

Also of same date with reference to allowance for pilots when they mess in the wardroom. I acknowledge receipt of your last esteemed favor under date of May 28, 1861, which reached me also off Charleston, with the arrival of the *Wabash*, *Flag*, and *Union*. I availed myself of the presence of the two former at Charleston to go off Savannah. With my proceedings there, I have already made the Department acquainted by letter June 11. I returned off Charleston June 12, where I remained until 15th, when I left for Hampton Roads, where I arrived on the 18th instant.

Nothing of consequence occurred at Charleston previous to my leaving, except an official visit from the English consul, Robert Bunch, esq., in company with Henry Thompson, master of the British bark *Edward*, feeling relieved to find his bark had not gone to New York in charge of a prize master. The consul [was] satisfied when the circumstances were explained upon which I acted. By consent of the consul, Mr. Chatard went with him to Charleston, whither he was proceeding, via Savannah, in the brig *Hallie Jackson*, when she was captured by the U. S. S. *Union*.

Mr. O. is a planter of Cuba, having frequent intercourse with the United States. His wife and one daughter are now in Charleston, and another married and settled in Boston.

I could not refuse to comply with his request to be taken on board this ship instead of being sent forward by the *Jackson*. I hope this will not meet the disapproval of the Department.

We arrived off Fortress Monroe and anchored about noon to-day, after a short passage from Charleston, without any incident of importance.

There are on board this ship thirteen persons, including the captain of the schooner *Savannah*, of whose capture I have already apprised

you. One who gave his name [as] "George Knickabocker," I ordered to New York in the schooner. I shall send the remainder to New York by the first opportunity unless otherwise ordered by the Department.

Also the captain of the brig *Hallie Jackson*, Captain John Byers, and three of her crew, whom I shall send to New York, unless otherwise directed, to be detained until the orders of the Department are sent releasing them. I will state in reference to this captain that he acted like a secessionist at heart, as he no doubt is, and was prepared with his secession flag and the United States flag. He admitted having hoisted the secession flag in Cuba. I only succeeded in finding it after a long and careful search, it having been hidden away between the casks in the brig's hold.

I enclose a list of officers and crew of privateer *Savannah*; also of the brig *Hallie Jackson*, now on board this ship.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Request of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, for an interview with the Department.*

U. S. S. MINNESOTA,  
*Off' Fortress Monroe, June 18, 1861.*

SIR: I should be pleased to visit Washington for a day, to consult with the Department, if agreeable and not inconsistent with present or immediately prospective orders from the Department.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

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

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, regarding movement of United States vessels to and from Charleston, S. C.*

U. S. STEAM FRIGATE WABASH,  
*Off' Charleston, June 18, 1861.*

SIR: The *Union* arrived at this anchorage this morning at 9 o'clock, and I have dispatched the *Flag* to take her place off Savannah. It will be almost useless to send the *Union* here again. She will be an admirable vessel for the Chesapeake Bay, drawing 10 feet when full. I hope some more efficient vessel will be substituted for her. I am sorry to lose the services of the *Flag* at this important point.

The *Vandalia* arrived here on the 16th instant, and will be of some service to us.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Commanding U. S. Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding repairs to U. S. S. Dawn.*

NAVY DEPARTMENT, *June 18, 1861.*

SIR: Send the steamer *Dawn* to Baltimore for repairs, directing the commanding officer to report his arrival there to the Department by telegraph.

An engineer will be sent to Baltimore by the Department to superintend the repairs of the *Dawn*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron, Hampton Roads.*

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, of the capture of the ship Amelia, June 18, 1861.*

U. S. STEAM FRIGATE WABASH,  
*Off Charleston, June 19, 1861.*

SIR: Yesterday the *Union* arrived here about 9 in the morning. Soon after her arrival, I ordered her to board a vessel which made her appearance to the northward, wind then at northeast. She proved to be a vessel belonging to Charleston, from Liverpool, under American colors. As she was bound into Charleston we captured her, and I had a prize crew placed on board, and gave her in charge of Acting Master John W. Bentley, with orders to proceed with her to Philadelphia. She will take her departure to-day.

The *Flag* went to Savannah yesterday, to relieve the *Union* off that port.

I have given Captain Goldsborough orders to report to the senior naval officer at Hampton Roads. I shall feel the loss of the *Flag* at this point very much. Indeed, with this large ship, which can not approach the shore nearer with safety than 3 miles, and the *Vandalia*, a sailing vessel, I fear that the blockade will not be as effectual as it has been. It is to be hoped that an efficient steamer or two may be sent down to us very soon—vessels that will carry plenty of coal. The vessel captured is the *Amelia*, of Charleston. She came very near getting in, and would have done so if the pilots of Charleston had kept a bright lookout. The captain of the *Amelia* says there are several American vessels bound to Charleston under English colors, so I beg of you to lose no time in sending us down a steamer or two.

I am, sir, respectfully, your obedient servant,

SAML. MEROER,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. U. S. Atlantic Blockading Squadron, Flagship Minnesota.*

P. S.—This ship, the *Vandalia*, and the *Flag* were present and in sight when the *Union* captured the *Amelia*, and all equally entitled to prize money if she should be condemned.

S. MEROER,  
*Captain.*

*Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Union, of the capture of the ship Amelia, June 18, 1861.*

U. S. STEAMER UNION,  
*Potomac Flotilla, August 31, 1861.*

SIR: In compliance with your instructions of the 22d instant to furnish the Department with a detailed report of the capture of the ship *Amelia* by the *Union* under my command, I have the honor to make the following statement:

On the morning of the 18th of June, being off the harbor of Charleston, a sail was discovered in the offing to windward about 12 miles, standing in shore, and apparently under easy sail. I was directed by Captain Mercer to go in pursuit. Chase was immediately given, and as we approached she changed her course, and stood from us; but seeing that we were gaining upon her, and while in the act of firing a gun, she tacked and stood for us. Upon coming up, she proved to be the ship *Amelia*, from Liverpool, belonging and bound to Charleston, with an assorted contraband cargo. I took possession, and convoyed her to the anchorage, where the *Wabash*, Captain Mercer, lay, and to whom I turned her over. The next day, Captain Mercer sent her with a prize crew to Philadelphia, and directed me to convoy her well into the Gulf Stream, which I did.

I am, very respectfully, your obedient servant,

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

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

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving names and dates of seizures.*

U. S. S. MINNESOTA,  
*Hampton Roads, June 19, 1861.*

SIR: I have the honor to acknowledge receipt of your letter of June 3, 1861.

By reference to a list of the vessels seized, and the time of seizure, I am able to inform the Department that the ship *North Carolina* was seized May 14, 1861, and the schooners *J. H. Etheridge*, *Mary*, *William* and *John*, *Industry*, *William Henry*, and *Belle Conway* were seized on the 15th May, 1861.

The ship *North Carolina* is owned in Norfolk, Va.

*J. H. Etheridge*, *Mary*, *William* and *John*, *Industry*, *William Henry*, and *Belle Conway* were released, vessels and cargo, with exception of the cargo of the *Industry*, which was landed at Fortress Monroe for the use of the Army.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of dispatches.*

U. S. S. MINNESOTA,  
Hampton Roads, June 19, 1861.

SIR: I have the honor to acknowledge receipt of your letter of June 4, in reference to W. T. B. Van Orden, jr.; also of date June 6, apprising me of his safety.

I have received appointments, with oaths enclosed, for Acting Masters John E. Rockwell, John W. Bentley, Jos. B. Gordon, Thomas H. Gifford, James B. Gordon, John MacDiarmid, and H. W. Green. I venture to return the appointment of Mr. Green, having sent him to New York by the brig *Hallie Jackson* with a letter to Commodore S. I. Breese. His conduct was such on board this ship (he having been reported to me by Captain Van Brunt as intoxicated twice within four or five days) that I recommended Commodore B[reese] to let him go, as being of little service.

I have also received your letter of June 5, in which I am informed "it is the intention of the Government to prohibit foreigners from having traffic and making exchanges with those who are in insurrection." I will here only say in reference to my action since taking command that I have looked upon the seceding and blockaded States as enemies and have treated them as such.

I am also in receipt of your letters, "confidential," of dates June 5, containing a letter from F. A. Drake, dated Guilford County, June 2; June 11, containing anonymous communication from "Union," dated Worcester, 9th June, to General Scott (I shall send a steamer as soon as possible to examine Smith's Island), and June 14, containing communications from T. M. Rodney, June 4, Wilmington, Del., and George Harrington, Treasury Department, June 6.

Respectfully, yours, obediently,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIBBON WELLES,  
Secretary Navy.

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Major-General Butler, U. S. Army, commanding Department of Virginia, transferring escaped slaves.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 19, 1861.

SIR: I send you two slave men, the property of Mr. Seldon, of Gloucester County, Va., picked up in an open canoe last Sunday morning by a schooner which arrived here.

The said canoe was capsized during the severe storm, and they were found clinging to it by the schooner.

I would be glad if you will receive them.

Very respectfully, your obedient servant,

C. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Major-General BENJAMIN BUTLER,  
Commanding Department of Virginia, Fortress Monroe.



*Letter from Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, to the judge of the U. S. district court of Pennsylvania, regarding prize brig Hannah Balch.*

U. S. S. FLAG,  
Off Charleston Bar, June 20, 1861.

SIR: This will be handed to you by Master A. Kautz, prize master of the brig *Hannah Balch*, bound into the port of Savannah, Ga., captured 12 miles southeast from the light-house off that place on the morning of the 20th June, 1861, by the U. S. S. *Flag*, commanded by and with my authority.

Mr. Kautz has in his possession all the papers found on board the *Hannah Balch*, and is directed to place them in your hands. They are numbered in regular order from 1 to 11, and endorsed by me. Also three sealed letters from on board, and a duplicate of my letter of instructions to him, and a rebel flag found on board the brig. He will give you all the particulars of the capture, as he was the boarding officer.

I remain, respectfully, your obedient servant,

L. O. SARTORI.

HON. JOHN CADWALADER,

*U. S. Judge for the Southern District of Pennsylvania.*

*Order of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, to Master Kautz, U. S. Navy, to proceed to Philadelphia in charge prize brig Hannah Balch.*

U. S. S. FLAG,  
Off Charleston, June 20, 1861.

SIR: You will take command of the prize brig *Hannah Balch*, captured 12 miles southeast of the light-house off Savannah on June 20, 1861, by the U. S. S. *Flag*, commanded by and with my authority, and proceed with her to the port of Philadelphia.

On your arrival there you will report to Captain Du Pont or the commanding officer present at the navy yard. As soon after as practicable you will report yourself as the prize master of the *Hannah Balch* to the Hon. John Cadwalader, judge of the U. S. district court for the southern district of Pennsylvania, placing in his hands all the papers connected with the capture, and await his instructions.

The arms and accouterments for yourself and men will be placed in your charge, for which you will give receipt to the gunner of this vessel. After the *Hannah Balch* is placed in possession of the civil authorities you will receive instructions from Captain Du Pont as to the disposition of your men and their arms, and you will proceed to Hampton Roads and report to the senior naval officer there.

You will deliver no papers to the custom-house officers or other persons without authority from the judge of the U. S. district court, and you will remain in charge of the prize until relieved by the said judge.

Let me impress upon your mind the necessity of unceasing watchfulness and vigilance until the vessel is placed in possession of the proper authorities in Philadelphia.

I am, sir, respectfully, your obedient servant,

L. O. SARTORI.

Master A. KAUTZ, U. S. Navy.

*Letter from Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to the Secretary of the Navy enquiring into Department's action regarding discharge of seized vessels.*

U. S. S. MINNESOTA,  
Hampton Roads, June 20, 1861.

SIR: On my arrival at this point I had the honor of receiving letters from the Department, which I have acknowledged in my communications of 18th and 19th instant.

I venture to defer the subjects of your confidential communications until I receive answer to an application for a day's personal visit to Washington, which I ventured to make by letter of June 18.

The remaining important subjects of consideration are contained in your letter of June 5, in which you honor me with the remark that the suggestions in your (my) dispatch No. 23, in reference to the interdiction of communication in the insurgent States "meets the approval of the Department, and it will be the policy of the Government to carry them into effect," and that "it is the intention of the Government to prohibit foreigners from having traffic and making exchanges with those who are in insurrection."

I confess that I am at great loss to understand and wholly unable to explain how I can have made such a gross mistake as appears to have been made by me, if I am correctly informed (though I confess yet unofficially), that most, if not all, the vessels seized by me and being from secession ports and owned in rebellious States, yet have been permitted to go free.

I could not look upon the vessels with secession State clearances, some with secession flags in their possession, which I know they have proudly and defiantly displayed (with the old flag of our country in their hands only to be used for deception and fraud), as deserving of any more consideration than any other enemy of my Government.

While I have uniformly treated neutrals with the utmost forbearance, giving them every aid and comfort in my power consistent with duty, I have not hesitated to do what I thought was also my duty toward traitors and rebels, and shall continue to use the force granted me by the Department to confound these last whenever and wherever I can.

I should be pleased to hear, if not an inconsistent request, the grounds upon which vessels have been discharged, that I may avoid in the future committing like errors. I enclose for the Department a correct copy of the document\* taken from the *Savannah*, and under which she sailed; the original went forward with the prize master, to be delivered to the district judge U. S. court.

Respectfully, your obedient servant.

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*  
HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, regarding the movements of that vessel.*

U. S. S. DAWN,  
*Chesapeake Bay, June 21, 1861—9 p. m.*

SIR: I should have acknowledged in writing the receipt of your order dated the 16th instant, directing me to avail myself of the following

\* See pp. 662, 663.

day for the purpose of putting the boiler and machinery of this steamer in order as far as I could, but for a subsequent verbal order from you on the 17th, directing me to return to my station in York River and remain there four or five days, or until you could receive a reply from Washington in reference to this steamer. In obedience to which verbal order, we got up (about 15 pounds) steam and anchor and steamed out of Hampton Roads that afternoon, reaching our anchorage in York River (between the buoys) before dark the same evening, where we have been lying ever since, with the fires banked, at 15 to 17 pounds of steam (and without any occurrence of importance save a very slight leak in one of the small flues last night), until this afternoon about 6 o'clock. We then got underway in pursuit of a large fore-and-aft schooner off the mouth of York River and beating down the Chesapeake, which proved to be the *Arctic*, Captain Hicks, from Georgetown, bound to New York. She had already had her papers endorsed by the *Paucnee*.

It was my intention to have returned to York River this evening and to have anchored within 5 or 6 miles of Yorktown, and to-morrow afternoon to have steamed down to Hampton Roads, in obedience to your verbal order of the 17th; but while in the act of boarding the *Arctic*, the Baltimore mail steamer, from Fortress Monroe, approached, and an officer\* on board of her informed me that there were orders for me at the Roads, whither I am now proceeding to report, on my arrival, in person, on board your ship.

We are now running with from 12 to 15 pounds of steam, which I think is about as much as it would be safe to carry.

Enclosed is a memorandum of coal, provisions, wood, and water on hand.

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

WILLIAM CHANDLER,  
Commander, U. S. Navy.

Flag-Officer G. J. PENDERGRAST, U. S. Navy,  
Commanding West India Squadron,  
Flagship *Cumberland*, Hampton Roads, Virginia.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, to proceed to New York for repairs to that vessel.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., June 22, 1861.

SIR: You will proceed in the U. S. S. *Harriet Lane* to New York for the purpose of having her repaired.

You will use all possible dispatch in having her repaired and return to your station with as little delay as possible.

Before leaving you will order your pilot on board the flagship.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Captain JOHN FAUNCE,  
Commanding Steamer *Harriet Lane*.

\*This officer (as Commander Chandler afterwards learned) was Flag Officer Stringham.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of arrival in Hampton Roads of the U. S. S. Mount Vernon.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 22, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Mount Vernon*, Commander Oliver S. Glisson, arrived here this forenoon, four days from Key West.

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

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

*Order of the Secretary of the Navy to Captain Hull, U. S. Navy, commanding U. S. ship Savannah, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *June 22, 1861.*

SIR: The U. S. sloop of war *Savannah*, under your command, is to form a part of the Atlantic Blockading Squadron, Flag-Officer Silas H. Stringham. As soon, therefore, as she shall be in all respects prepared for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty.

You will transmit to the Department before sailing a complete muster roll of the crew of the *Savannah* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOS. B. HULL,  
*Commanding U. S. Ship Savannah, New York.*

*Order of the Secretary of the Navy to Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *June 22, 1861.*

SIR: The U. S. S. *Penguin*, under your command, is to form a part of the Atlantic Blockading Squadron, Flag-Officer Silas H. Stringham. As soon, therefore, as she shall be in all respects ready for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty. Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Penguin*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander J. W. LIVINGSTON,  
*Commanding U. S. S. Penguin.*

*Order of the Secretary of the Navy to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *June 22, 1861.*

SIR: The U. S. S. *Albatross*, under your command, is to form a part of the Atlantic Blockading Squadron, Flag-Officer Silas H. Stringham. As soon, therefore, as she shall be in all respects ready for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Stringham, or the senior commanding officer present, for duty.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Albatross*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander GEO. A. PRENTISS,  
*Commanding U. S. S. Albatross.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy commanding Atlantic Blockading Squadron, transmitting memorandum regarding the yacht Camilla, formerly America.*

Confidential.]

NAVY DEPARTMENT, *June 22, 1861.*

SIR: Herewith you have a copy of a memorandum furnished the Department this a. m. It is very desirable, if possible, that the vessel referred to should be captured.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

*Memorandum.*

JUNE 22, 1861.

From a source entitled to credit I learn that the commander, Decey, of the yacht *Camilla* (formerly *America*), went to Montgomery, and afterwards, about June 1, sailed from Savannah with two ordnance officers (Lieutenant North and Colonel E. O. Anderson) to Europe, to, it is supposed, procure rifled cannon and bring back the commissioners of the Confederate States. It is probable the yacht has gone to Liverpool, as the agent in Savannah is Andrew Low, a branch of the house of Isaac Low & Co., of Liverpool. The yacht is very fast, and will probably attempt to run the blockade, passing into some shallow inlet on the Southern coast with the British flag flying. The *Lady Davis*, carrying one rifled gun, is now in Savannah harbor, trying to get to Charleston through the inland passage, coming out at St. Helena Sound.

The steamers *Everglade* and *St. Mary's*, under new names, are now in Savannah harbor trying to get out. Every telegraph operator takes an oath to the Confederate States, etc., and the telegraphic laws and regulations are very stringent.

*Order of the Secretary of the Navy to Captain Nicholson, U. S. Navy, commanding U. S. S. Roanoke, to proceed to duty in the West India Squadron.*

NAVY DEPARTMENT, June 22, 1861.

SIR: As soon as the U. S. steam frigate *Roanoke*, under your command, is ready for sea, you will proceed with her to Hampton Roads, Virginia, and report to Flag-Officer G. J. Pendergrast, commanding the West India Squadron.

Transmit to the Department before sailing a muster roll of the *Roanoke* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain WM. C. NICHOLSON,  
*Commanding U. S. Frigate Roanoke, New York.*

*Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, regarding condition of that vessel.*

U. S. S. DAWN,  
*Baltimore, Md., June 23, 1861—noon.*

SIR: I have the honor to report our arrival here at noon to-day (already announced to you by telegraph, in obedience to an order from Flag-Officer Stringham, of 19th instant), in twenty-five hours from Fortress Monroe, under from 12 to 15 pounds of steam (our usual steaming pressure being about 35 pounds and maximum allowed 45 pounds), aided by the flood tide about 2 knots per hour.

We have not a man on the sick list, and the steamer is in an efficient condition for service (except the boiler flues), as far as her battery of two (broadside) 32-pounders, etc., can make her.

Enclosed with this is a copy of the first assistant engineer's report to me of the 17th instant, and a copy of my last report to the flag-officer in Hampton Roads, together with a complete muster roll of the officers and crew (including the engine department) of the *Dawn*; also a memorandum of the quantity of powder, shot, 12-pound howitzer canister, and equipments for our two long 32-pounders; of the number of muskets, common ship's pistols, and swords, as well as of the small-arm ammunition; of the coal, provisions, wood and water, and of the general ship's stores of the different departments on hand.

There is so much motion in the vessel I must apologize for my unsteady writing, and have the honor to be,

Very respectfully, your obedient servant,

WILLIAM CHANDLER,  
*Commander, U. S. Navy.*

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

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to transfer prisoners for passage to New York.*

U. S. FLAGSHIP CUMBERLAND,  
*Off' Fortress Monroe, Va., June 23, 1861.*

SIR: You will please transfer the prisoners on board the *Minnesota* to the U. S. S. *Harriet Lane*, for passage to New York.

Captain Faunce will report to you when he is ready to receive them. This will probably be to-morrow morning early.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Captain G. J. VAN BRUNT,

*Commanding U. S. Steam Frigate Minnesota.*

P. S.—If you have any sick men, you will please avail yourself of this opportunity to send them to New York.

G. J. PENDERGRAST.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Braine, U. S. Navy, Commanding U. S. S. Monticello, to seize supposed blockade runner Hurl.*

Confidential.]

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 23, 1861.*

SIR: The following is an extract from a communication received from the Department:

It has been reported to this Department that a small steamer, supposed to be the *Hurl*, plying between Baltimore and Pocomoke River, is laden with articles contraband of war. This steamer must be seized and examined.

Smith's Island is represented as the rendezvous of stores, which will also call for your investigation.

In obedience to the above, you will proceed in the *Monticello*, and be governed by the above extract. After having performed this duty you will return to Hampton Roads.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Lieutenant Commanding BRAINE,

*Commanding Monticello.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding orders given to certain vessels of his command.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 23, 1861.*

SIR: I have the honor to inform the Department that the *Quaker City* returned to her station last evening, and that I have this day dispatched the *Harriet Lane* to New York with the crew of the privateer *Savannah*, lately brought here by the U. S. steam frigate *Minnesota* as prisoners. I would also inform the Department that in obedience to its order, under date of the 14th of June, marked confidential, I have directed Lieutenant Commanding Braine, of the U. S. S. *Monticello*, to make an examination of Smith's Island, and also to keep a lookout for the small steamer, supposed to be the *Hurl*, plying between Baltimore and the Pocomoke River.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Affair on the Rappahannock River, June 24, 1861.*

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello.

U. S. S. MONTICELLO,  
*Off the Rappahannock River, June 24, 1861.*

SIR: Agreeably to your order of yesterday I left the Roads, and after organizing a launch's crew and exercising them at the gun, I anchored in Lynn Haven Bay.

Early this morning I started for Smith's Island, at the entrance of the Chesapeake Bay, supposing that to be the island referred to in your instructions. Upon a conversation with the pilot, I determined that the island you alluded to was Smith's Island, near Tangier Island.

Accordingly I steered up the Chesapeake Bay, speaking many vessels which had not been boarded. I stopped to endorse their papers, in the usual manner.

Receiving information from the pilot of a nature that led me to believe I might capture the steamer *Virginia* at a short distance from the mouth of the Rappahannock River, and it being about 3 p. m. and not being able to reach Pocomoke Sound before night, I ran a short distance up the river, and turning, on the way down not seeing any sign of a steamer, the pilot assured me of the strong Union sentiments of a gentleman named William Gersen (Gresham), residing on the bank. By this statement, and hoping to get some information, I sent the launch ashore, fully armed and equipped, under charge of Master's Mate Lewis A. Brown and Assistant Surgeon Heber Smith, and pilot, Mr. Phillips.

They landed, with gig, from the launch, and were cordially received (as I could plainly see the master of the house shake hands with them, and the same thing was repeated to me on their return). Hardly had this occurred when they were fired upon by a body of about eighty men. They returned the fire, and retreated to the boat and shoved off. Turning the bow of the launch toward the shore, they served their gun effectually. I opened the ship's battery on the rebels with grape and shell at 600 yards, and succeeded in demolishing the house and killing and wounding many, completely silencing their fire.

The men on board this ship, short-handed as we were, served their guns with great courage and promptness, and much credit is due to the officers and men for the brave manner in which they did their duty.

It is with much regret that I have to announce that our assistant surgeon, Heber Smith, was severely wounded in the mouth, as also in the hand, and I request that he may be removed where he can obtain the best medical attendance. August Peterson, quartermaster, was shot in the stomach, and I fear he can not live.

I am ready, sir, to proceed immediately, in accordance with your instructions, if you can spare me a gentleman to act as surgeon. I forward herewith the report of Acting Master's Mate L. A. Brown, who was in command of the expedition.

I am, respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant, in Charge U. S. S. Monticello.*

Flag-Officer G. J. PENDERGRAST,  
*Commanding West India Squadron.*



Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Master's Mate Brown, U. S. Navy, U. S. S. Monticello.

U. S. S. MINNESOTA,  
Hampton Roads, June 30, 1861.

SIR: I have the honor to acknowledge receipt of your letter of June 28. I enclose the report of L. A. Brown, master's mate, U. S. S. *Monticello*, omitted in my letter No. 31.

The *Penguin* arrived yesterday. I have ordered her up off York River.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*  
HON. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure]

U. S. S. MONTICELLO,  
*Off the Rappahannock River, June 21, 1861—8 p. m.*

SIR: Agreeably to your orders of this date I armed and equipped the launch with eighteen men and took the gig in tow.

We pulled toward the shore until the water became too shallow to allow the launch to proceed any farther, when, leaving the howitzer's crew with four other men in the launch, I took the balance with Dr. Smith and Mr. Phillips, the pilot, in the gig and pulled on shore. Dr. Smith and the pilot went first and were cordially shaking hands with the owner of the house as I and my men, armed with revolvers and Sharps rifles, came up. I heard a man on the stoop say that there was a company of well-drilled volunteers in the vicinity, and on my turning about I saw a company of armed and uniformed men stealing along the shore as if to cut off our retreat. I immediately ordered a retreat to the boat and fired off our carbines, many of which missed fire and then shoved off, having waded to the launch. As the retreating tide had left the gig high and dry on the beach, I had to leave it there. Dr. Smith, surgeon, and August Peterson, quartermaster, were wounded while wading to the launch. I immediately commenced firing the howitzer and did considerable execution and had fired a number of times when I was called back to the ship by your hail. Many of the shot struck the oars and launch, penetrating the side. The men acted nobly while under this galling fire, we being not more than 70 yards from the shore, and they deserve great credit.

I am, respectfully, your obedient servant,

L. A. BROWN,  
*Master's Mate, U. S. S. Monticello.*

D. L. BRAINE, U. S. Navy,  
*Lieutenant, in Charge U. S. S. Monticello.*

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, announcing the death of Quartermaster Peterson of that vessel.

U. S. S. MONTICELLO,  
*Hampton Roads, June 26, 1861.*

SIR: It is my painful duty to announce to you that August Peterson, quartermaster on board this ship, died at the hospital in Fortress

Monroe of the wound received during the action at Carter's Creek, in Rappahannock River, on Monday last.

Respectfully, your obedient servant,

D. L. BRAINE, U. S. Navy,  
*Lieutenant, in Charge U. S. S. Monticello.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding wounding of Surgeon Smith, of the U. S. S. Monticello

U. S. S. MINNESOTA,  
*Hampton Roads, June 26, 1861.*

SIR: The acting assistant surgeon, Hober Smith, of the *Monticello*, was severely wounded in the affair at Carter's Creek, on the Rappahannock River, which makes it necessary for this vessel to have another assistant surgeon.

Will the Department please send one as soon as convenient?

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

Letter from: Brigadier-General Magruder, U. S. Army, commanding at Yorktown, Va., to Colonel Deas, U. S. Army, transmitting statement of Joseph Christian.

HEADQUARTERS, Yorktown, Va., June 27, 1861.

SIR: I have the honor to send a report made to Colonel Grump, of an abortive attempt to land soldiers from an armed steamer in the Rappahannock River, where the enemy was driven back by our citizens. This morning at sunrise I sent a force of 1,500 men to support the cavalry and artillery under Major Hood, operating near and on the Poquosin, to meet any party sent from the enemy's works and cut it off. I shall join this force to-day.

The Reverend Mr. Adams will hand this to the colonel commanding the Virginia forces. I have been extremely indebted to this good and patriotic minister of the gospel for much assistance. He has lost everything in the cause, and I would like to see him appointed as chaplain to one of the regiments in this department.

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

J. B. MAGRUDER.

Colonel GEORGE DEAS,  
*Assistant Adjutant-General, U. S. Army.*

[Enclosure]

URBANA, VA., June 26, 1861.

MY DEAR SIR: I have just received a note by special messenger from C. W. Montague, esq., requesting me to furnish to you an accurate account of all the doings of the enemy on the Rappahannock on Monday evening last. I have taken much pains to gather from persons who have visited the scene of action and conversed with those who

were engaged in it the following particulars, which you may regard as reliable:

About 4 p. m. on Monday, the 24th, a war steamer, the *Star* [*Monticello*], of New York, of 1,000 tons burden, came to, opposite the house of Mr. James W. Gresham, of Lancaster, situated immediately on the river, about 12 miles below Urbana, on the Lancaster side. She dispatched to the shore three barges, one a very large one, with a swivel in the bow, and two smaller ones, all filled with armed troops. The large barge grounded on the flats. The other two came ashore with a number of armed men, variously estimated at between thirty and sixty. After reaching the shore some six or eight proceeded up to Mr. Gresham's house. One of the party accosted Mr. Gresham and introduced another of the party. The first named, it seems, was the pilot, who was captain of a wood vessel, and acquainted with Gresham. He enquired if he had any chickens or lambs for sale. Mr. Gresham replied that he had a plenty, but not a d—d one for that party. He then took the pilot aside and told him they had better be getting away, as there were troops in the neighborhood, and that he did not wish his promises to be the scene of a battle, as his mother was very ill in the house. While they were talking a small company of Lancaster troops, about thirty in number, were seen coming down the road in double-quick time. The alarm was given, and the enemy fled precipitately to their boats, our men firing into them as they shoved off. In their flight they left one of the barges. The men, in great confusion, crowded into the other, and others wading out to the large barge on the flats. In their flight they left, besides the barge, two breech-loading rifles, a revolver, and several swords, with coats, hats, and shoes, thrown away in their hasty retreat. It is confidently asserted that four of the enemy were killed in the boat. Nobody hurt on our side. As soon as our men fired on the enemy the ship opened her guns on Mr. Gresham's house. She fired fifty-three shot and shell, seventeen of which took effect, damaging the house to the amount of at least \$1,000. As in all of our engagements, the preservation of life was most remarkable. One of the balls struck the bed on which Mrs. Gresham was lying ill. She was then removed to an outhouse and a bombshell came in and exploded in the room without injury to anyone.

I have given you in a very hurried manner these particulars, which I gather from most reliable sources of information. You will unite with us in contemptuous indignation at the cowardly conduct of these dastardly scoundrels, who, refusing to meet half their number face to face, at a safe distance, in their ship, destroy the property of our citizens.

I hope to be able to visit your camp soon and renew the acquaintance I had the pleasure of having with you last winter.

Hastily and truly, yours,

JOS. CHRISTIAN.

Colonel CHARLES A. CRUMP,  
*Gloucester Point, Va.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the arrival in Hampton Roads of the U. S. S. Union, bringing as prisoners the crew of the prize ship Amelia.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, Va., June 21, 1861.*

SIR: I have the honor to inform the Department that the U. S. S. *Union*, Commander Goldsborough, arrived here last evening. The

*Union* brings as prisoners the crew of the ship *Amelia*, belonging to Charleston, S. C., from Liverpool, bound to Charleston; cargo, contraband goods. The said ship was seized by Commander Goldsborough on the 18th day of June, 20 miles east of Charleston light-house, and was sent to Philadelphia as a prize, in charge of a prize master and crew, by Captain Samuel Mecer, of the U. S. steam frigate *Wabash*. I shall retain the prisoners here until the arrival of Flag-Officer Stringham.

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

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

*Report of Commander Carr, U. S. Navy, commanding U. S. S. Quaker City, of attack by Confederate force upon a boat party from that vessel.*

U. S. S. QUAKER CITY,  
*Hampton Roads, June 21, 1861.*

SIR: While on the cruising ground of this vessel this morning, I picked up a man named Peter Lynch in an open boat, and who described himself as a refugee from Norfolk.

He informed me also that a man named Hayes, late master plumber of the Norfolk navy yard, had fled with him, and was at the time waiting on the beach.

I immediately dispatched an armed boat under charge of Acting Master Mather to bring him off, but which was fired upon before reaching the shore by a large body of mounted troops, who rushed from a concealed rendezvous in the woods.

I regret to inform you that James Loyd, ordinary seaman, was wounded, I fear mortally.

Acting Master Mather managed his boat to my satisfaction, and the boat's crew behaved well.

Very respectfully, your obedient servant,

O. CARR,  
*Commander, U. S. Navy, Commanding Quaker City.*

Flag-Officer STRINGHAM, U. S. Navy,  
*Commanding U. S. Naval Forces, Hampton Roads, Virginia.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving information of the shipping of provisions in aid of Confederates.*

NAVY DEPARTMENT, June 21, 1861.

SIR: The following is an extract from a private letter received in this city.

Very respectfully, etc.,

GIDEON WELLES.

Commodore S. H. STRINGHAM,  
*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Extract.]

BALTIMORE, June 19, 1861.

SIR: I have reason to suspect that quite an amount of aid and comfort is being sent from this city to Virginia by way of the Rappahannock River. Small craft load here ostensibly for the eastern shore of Maryland, but rendezvous among the Tangier Islands. Watching their opportunity, they cross the bay and sail up the Rappahannock to a small town called Tappahannock, and there discharge their cargo. The principal articles shipped have been provisions, of which I am informed the Virginians are much in want, etc.

*Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, regarding Department's orders to proceed to duty in the Atlantic Blockading Squadron.*

NAVY YARD, NEW YORK, June 21, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant, informing me that the U. S. S. *Penguin*, under my command, is to form a part of the Atlantic Blockading Squadron, under the command of Flag-Officer S. H. Stringham, and as soon as the *Penguin* is in all respects ready for sea, to proceed to Hampton Roads and report myself to the commanding officer there.

The officers being all present, I shall obey your order immediately after the work now progressing shall be finished and the vessel turned over to me from the yard.

I have the honor to be, sir, very respectfully, your obedient servant,  
J. W. LIVINGSTON,  
Commanding U. S. S. *Penguin*, New York.

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

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the offer of a rifled cannon for that vessel.*

U. S. S. SUSQUEHANNA,  
Navy Yard, Boston, June 21, 1861

SIR: I have the honor to inform you that the quartermaster-general of Massachusetts, General Reed, offers to supply this ship with a rifled cannon and all equipments free of charge, should I be favored with the permission of the Navy Department to accept the same.

I have the honor to be, sir, very respectfully, your most obedient servant,  
JOHN S. CHAUNCEY, Captain.

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

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the disposition of U. S. steamer Union and Monticello.*

U. S. S. MINNESOTA,  
Hampton Roads, June 23, 1861.

SIR: Thinking the *Monticello* not a proper vessel to send outside, I shall send her up to York River (as that is a very important point from its proximity to Richmond) until the return of the *Dauen*.

I shall send the *Union* back to her station off Savannah until a vessel arrives competent to take her place, which I hope will be soon.

The *Monticello* went, under orders from Commodore Pendergrast, to look after any "piratical work, or landing of contraband articles," as mentioned by "Union," enclosed in your confidential letter of June 11.

I forward the report\* of Lieutenant D. L. Braine, who has not given such a reconnoissance of the island as I could have wished. I shall order him again to cruise off this island, and shall instruct him not to allow officers and men to land, leaving their boats, as in this instance, except it is actually necessary.

I enclose a copy of the Day Book, published at Norfolk, Va., June 20, which contains a very remarkable letter, purporting to be from the captain of the U. S. S. *St. Mary's*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Report of Lieutenant Albert Kautz, U. S. Navy, of the recapture of the prize brig Hannah Balch by the U. S. privateer Coffee, June 25, 1861.*

WASHINGTON, D. C., November 20, 1861.

SIR: I have the honor to report my arrival in this city, after having been a prisoner for more than four months. I was ordered to the hermaphrodite brig *Hannah Balch*, as prize master, on the 20th of June last, by the commanding officer of the U. S. S. *Flag*, off Charleston, S. C.

I steered eastward till I reached the Gulf Stream, and kept in it till I was captured on the 25th of June, about 30 miles to the southward and eastward of Cape Hatteras.

The swell of the sea and the wind were both from the eastward. I had made a reasonable allowance for them, and I attribute my being 20 miles to the westward of my reckoning to the inaccurate chronometer belonging to the vessel. The steamer which captured me was the steamer *Coffee*, formerly of Norfolk, and had been cruising off Cape Hatteras, running out in the morning and back in the evening. She was commanded by Thomas B. Crossen [Thomas M. Crossan], formerly of the U. S. Navy, and carried a 32-pounder mounted on a pivot carriage; she also had quite a number of soldiers on board. I endeavored to make my escape by setting all sail and running free, but the steamer being a fast one and the brig a slow sailer I was soon overtaken and compelled to surrender.

I caused the three muskets I possessed and as many pistols and cutlasses to be thrown overboard to prevent them from falling into the hands of the enemy. The six men I had with me were sent to Fort Macon, N. C. The three merchantmen who belonged to the vessel were released, and I was sent to Raleigh. I received a parole to live in Warren County, N. C., but on the 25th of August it was taken from me and I was sent to Richmond, Va., where I was confined in a cell by order of Jefferson Davis, for the alleged reason that A. G. Hudgins was confined in the Tombs in New York.

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\* See p. 738.

On the 29th ultimo I was granted a parole of fifty days for the purpose of effecting an exchange. I pledged myself to return to Richmond a prisoner, if I failed to get an exchange. I also pledged myself to call upon the President, and urge an exchange of prisoners now held in Richmond for those held by the U. S. Government.

Patriotic motives and a sympathy for the unfortunate prisoners in Richmond induced me to act as I did. I need scarcely say that I was exceedingly anxious to secure my own liberty.

Trusting that the Department will sustain me in my action, and hoping soon to be able to take service,

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

ALBERT KAUTZ,  
*Lieutenant, U. S. Navy.*

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

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding transfer of cannon from War Department.*

NAVY DEPARTMENT,  
*Washington, June 25, 1861.*

SIR: In accordance with your suggestion, instructions will be issued by the War Office, subject to the approval of Major-General Butler, to transfer to your charge one of the large pieces of ordnance known as the Rodman cannon, together with its equipment and ammunition, for service afloat in the waters adjacent to Old Point Comfort.

As the rifled cannon now lying near Fortress Monroe has not been yet fully tested, and as considerable time would elapse before a trial could be made and the projectiles prepared, the Department would in consequence recommend you to take the shell gun of 15 inches' bore, which is already proved, mounted on its carriage, and supplied with a sufficiency of shells for present service.

In the book of Rodman on experiments with cannon and powder (forwarded to you by this mail), at page 200, you will find all requisite information relative to the weights of charge and shell, elevation, range, and recoil for the XV-inch gun, by which you will perceive that, with an elevation of 25 degrees, a charge of 50 pounds, and a shell of 315 pounds, the range obtained was 4,686 yards.

It may be well to remark that the bore is not chambered, and the ordinary form of cartridge bag will answer for the charge.

For the purpose of preparing the gun for active operations afloat you will, with all practicable dispatch, cause to be purchased a suitable vessel to sustain its weight of 40,000 pounds, exclusive of carriage and equipment, and fit the vessel in such a manner as your experience may dictate.

Should, however, difficulties arise with respect to the price of the vessel, by notifying this Department the matter will be promptly attended to.

When the vessel and gun are fully prepared for service you will be guided by such circumstances in the operations as the pending hostilities may demand.

I am, very respectfully,

GIDEON WELLES.

Senior Flag-Officer SILAS H. STRINGHAM, U. S. Navy,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Letter from by the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding communication with the blockaded States.*

NAVY DEPARTMENT, June 25, 1861.

SIR: I enclose for your information a copy of a letter received at this Department.

Very respectfully, etc.,

GIDEON WELLES.

Commodore S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

POST-OFFICE,

*Wilmington, Del., June 21, 1861.*

SIR: Yesterday I telegraphed to Mr. Hoffman, collector at Baltimore, that Hon. G. P. Fisher had written to me from Dover that a lady named Bell, accompanied by her son, were en route for Baltimore to sail for Virginia in a small vessel recently repainted and renamed in Baltimore. The husband of the lady is in the Confederate (or rebel) Army. The vessel nominally trades to eastern shore of Maryland (really to Virginia) with stores. The female has been up to Philadelphia; from thence to Baltimore several times, and no doubt is collecting information.

The vessel, it is believed, slips in and out of York River during the temporary absence of the *Harriet Lane*. I have collected information from the mail agent on the Delaware road. I believe that constant communication is carried on through the navigable waters of Delaware and Maryland, and that I could carry any material I choose from Philadelphia to Virginia at any time.

Very respectfully,

A. H. GRIMSHAW,  
*Postmaster.*

Hon. G. WELLES.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, urging the necessity of a more effective blockade.*

NAVY DEPARTMENT, June 25, 1861.

SIR: I enclose herewith a copy of a letter received at the Treasury Department and referred to this [Department].

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

When I left Wilmington, N. C., three vessels had just arrived, one with a cargo of railroad iron from Cardiff, Wales; one with a cargo of molasses, from Cardenas; and one with a cargo of lime from Maine. The latter vessel was bound to Charleston, but finding that harbor blockaded, put into the port of Wilmington. When I left, no blockade was established off the Cape Fear River, and I have not seen any account of any since my arrival North. Unless Wilmington is blockaded, the blockade of Charleston Harbor is a practical nullity. There



is direct railroad communication between the two places, and for commercial purposes Wilmington is as near the interior of South Carolina as her own port of Charleston. According to the published terms of the blockade, a vessel attempting to enter is warned off; when warned off, she can proceed to Wilmington without molestation and discharge her cargo. Vessels drawing 12½ feet water can enter the Cape Fear. The same will apply to Beaufort and Ocracoke inlets on the coast. A vessel entering Albemarle Sound can land her cargo in Norfolk, notwithstanding the efficient blockade established there. The Dismal Swamp Canal and the Albemarle and Chesapeake Canal offer facilities of communication. Vast quantities of corn are sent from the eastern counties of North Carolina to Norfolk by the routes indicated. So long as the rebel troops can receive abundance of corn from North Carolina, rice from Wilmington and Charleston, bacon and pork from Memphis and New Orleans, they can scarcely be starved out.

WM. A. GUYER,  
Norwalk, Conn.

*Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, giving information received from refugees from Norfolk, Va.*

U. S. S. MONTICELLO,  
Hampton Roads, June 25, 1861.

SIR: When I saw you this morning I neglected to mention that at 1 o'clock on Monday morning, while at anchor in Lynn Haven Bay, we were boarded by two refugees from Norfolk named James Lane and Charles Hazard. They came off in a man-of-war boat which they found and launched in Lynn Haven Bay.

They both belonged to New York City, and I permitted them to leave in the schooner *R. O. A. Ward*, bound to that place, and gave them rations for six days. They gave me the following information:

Norfolk and its vicinity is crowded with troops. In the navy yard at Gosport, the machine shop is in fair working order. The *Merrimack* has been raised and is now in the dry dock. She was burned nearly to her copper and her machinery is effectually destroyed.

They report that "troops are being sent from Norfolk to Smithfield, and from that point across the James River to Yorktown." I also learn that the steamer *Allen Cove*, running up James River, was destroyed by fire.

I am, sir, your obedient servant,

D. L. BRAINE,  
Lieutenant, U. S. Navy, in Charge U. S. S. Monticello.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding boats.*

U. S. S. MONTICELLO,  
Hampton Roads, June 26, 1861.

SIR: I send by bearer to your ship the boat in which those two refugees that came aboard this ship escaped from Virginia.

Will you be so kind as to send back the dingey of which you spoke to me this morning.

I am, respectfully, your obedient servant,

D. I. REAINE,

*Lieutenant, U. S. Navy, in Charge U. S. S. Monticello.*

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding Engineer Jordan, late U. S. Navy, and the burning of steamers Merrimack and Glen Cove.*

U. S. S. MINNESOTA,

*Hampton Roads, June 26, 1861.*

SIR: I herewith send a letter from Marshall P. Jordan, second assistant engineer, U. S. Navy, now on board this ship.

As I am informed by the commander of the *Mount Vernon* that he is a strong secessionist, will the Department please inform me what I shall do with him?

The commander of the *Mount Vernon* asked Mr. Marshall [Jordan] if he would take an oath not to fight against the United States, provided he was permitted to leave. He indignantly answered, No! He would be damned if he would ever take that oath.

I am happy to inform the Department that reliable information was received from two deserters who were on board of the *Monticello* yesterday, named James Lane and Charles Hazard, that the *Merrimack* was burned to the water's edge. She was taken into dry dock, examined, and pronounced worthless. Her machinery was all destroyed. Also that the secession steamer *Glen Cove*, running up James River, was destroyed by fire.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

[Enclosure.]

U. S. S. MOUNT VERNON,

*Hampton Roads, June 24, 1861.*

SIR: As I have learned that a steamer containing many families will be down from the city of Norfolk to-morrow, and expecting a communication from the Department dismissing me from the service of the United States at the same time, I would most respectfully beg your permission to return to the flagship to-morrow morning in the U. S. S. *Daylight*, and, if free to depart, to take passage in the steamer on her return to Norfolk, or if not at liberty so to do, to endeavor to learn some tidings of my family.

My great anxiety on their account is my excuse for thus troubling you.

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

MARSHALL P. JORDAN,

*Late Second Assistant Engineer, U. S. Navy.*

Flag-Officer G. J. PENDERGRAFT,

*Commanding U. S. Naval Forces in Chesapeake Bay.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of captured vessels Sally Magee and Amelia.*

U. S. S. MINNESOTA,  
Hampton Roads, June 26, 1861.

SIR: I have the honor to inform you of the capture this morning of the bark *Sally Magee*, from Rio de Janeiro, bound to Richmond, Va., where she is owned, and the cargo also. I shall send her to New York, in charge of Lieutenant Bryant.

I have taken from the *Union* the three mates and twelve men found on board the ship *Amelia* when she was captured off Charleston, June 18, 1861. This ship was sent to Philadelphia. Will the Department please inform me what I shall do with these prisoners? The crew are a miserable set of Chinamen, Malays, etc. The officers are English and American.

The captain and crew of the *Savannah*, also of the *Hallio Jackson*, a list of whose names I have already forwarded to the Department, were sent in the *Harriet Lane* to New York June 24.

Yesterday, in Lynn Haven Bay, the *Quaker City* discovered a boat pulling toward them, which proved to have a man in it, deserting from the secessionists. He informed them there was another man on shore wishing to leave. The ship's boat pulled for the shore, but before arriving it was fired on by a large party, which suddenly appeared in view and which led them to suppose the other man was captured. Unfortunately a shot from the shore reached the boat, mortally wounding one man, who has since died.

The *Union* will go to sea to-day to return to her station off Savannah. I wish very much I had a more competent seagoing vessel to send in her place.

Very respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, referring to various instructions received from the Department.*

U. S. S. MINNESOTA,  
Hampton Roads, June 27, 1861.

SIR: I have the honor to acknowledge receipt of your letter of June 24, in reference to Captain William M. Armstrong.

I have written a letter to him at Norfolk, which I shall send by the first opportunity.

I would respectfully ask whether it would not be well to issue a general order, publishing it in the newspaper, that all officers of the U. S. Navy in the rebellious States inform the Department how and where orders can reach them, or to report for duty at Washington forthwith.

The information you have given me in reference to Wilmington, N. C., I very much regret to hear, as I can not now fulfill your wishes for want of a proper vessel now on hand to send, but will attend to this as soon as I possibly can.

I shall send the *Monticello* off the mouth of the Rappahannock. Will the Department please send, as soon as convenient, an assistant surgeon for this vessel to take the place of the one wounded, of which I have apprised the Department?

Your letter containing suggestions in reference to York River has also been received. I have always considered this point and the Rappahannock very important, and have had a vessel off the former, but the *Dawn* has now gone to Baltimore for repairs. I hope she will soon be here to take her place again at that point.

I have also received your letter of June 25, enclosing copy of letter from A. H. Grimshaw.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

P. S.—Since writing the above I have received a request from Major-General Butler that the *Monticello* be permitted to remain at Newport News; I shall, therefore, send either the *Mount Vernon* or *Daylight* up to the Rappahannock.

S. H. S.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding proposed transfer of Rodman cannon for the use of the Navy.*

U. S. S. MINNESOTA,  
*Hampton Roads, June 27, 1861.*

SIR: I have the honor to acknowledge receipt of your letter, dated June 25, in which you apprise me that instructions will be issued, subject to the approval of Major-General Butler, to transfer to my charge one of the large pieces of ordnance now at this point, known as the Rodman cannon, and that for the purpose of preparing the gun for active operations afloat "you (I) will take all practicable dispatch to cause to be purchased a suitable vessel to sustain its weight, 49,000 pounds, exclusive of carriage, etc., and fit the vessel in such manner as your (my) experience may dictate."

I hasten to inform the Department that there is no vessel here that could be used with any advantage, and I doubt whether we shall be able to procure one this side of New York.

If the Department will direct one to be purchased there and properly fitted, or if they will permit me to go, I think I might select a suitable one and have her immediately put in proper condition to receive the gun, and carry into effect as soon as practicable the wishes of the Department.

I have received the work, Rodman on Experiments with Cannon and Powder, mentioned in your letter June 25.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary Navy.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. ship Cumberland.*

NAVY DEPARTMENT, *June 27, 1861.*

SIR: As soon as the *Rouoke* arrives in Hampton Roads and Flag-Officer Pendergrast transfers his flag to her, you will send the *Cumberland* to Boston to be docked, etc.

If the *Cumberland* can not be spared immediately, you are authorized to retain her until your squadron is increased sufficiently to enable you to dispense with her services.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prizes.*

NAVY DEPARTMENT, *June 28, 1861.*

SIR: You will please send a fair proportion of the prizes that may be captured to Boston.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding schooner Ada, of Baltimore.*

Confidential.]

NAVY DEPARTMENT, *June 28, 1861.*

SIR: The following is copied from a letter received at this Department. Very respectfully, etc.

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads*

[Enclosure.]

BALTIMORE, *June 26, 1861.*

When in Washington on Tuesday morning, I had the pleasure of having a conversation with you in regard to parties shipping goods in lower part of Maryland to be shipped thence to Virginia. I promised to call and see you again before I left for Baltimore, but business prevented me. I hasten to give you all the information I can. The name of it (the vessel) is *Ada*, of Baltimore, bound for the Rappahannock River. The captain's name is Sutton. Schooner painted dark green, with a red stripe around her heads. The gentleman who shipped the goods on the above vessel left here on last Friday afternoon in the steamer *St. Nicholas* for Leonardtown, Md., with a young girl in

his charge, for the purpose of carrying letters and papers on her person, and from there or some other point in the neighborhood, to cross the Potomac for the Virginia shore. The party's name is William Bayne, doing a cigar and tobacco business in the city of Baltimore, and having a brother in Westmoreland County, Va., doing business at Baynesville, Va., 2 miles from the Potomac, opposite Port Tobacco, Md.

*Letter from the Secretary of State to the Secretary of the Navy, transmitting copy of advertisements regarding steam communication between Liverpool and Charleston, S. C.*

DEPARTMENT OF STATE,  
Washington, June 28, 1861.

SIR: Herewith I have the honor to communicate to you for your information a copy of two advertisements which appeared in Gere's General Advertiser, of Liverpool, on the 6th instant, relative to steam communication between that place and the cities of New Orleans and Charleston.

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

WILLIAM H. SEWARD.

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

[Enclosure]

*New Orleans.--Steam communication between Liverpool and New Orleans.*

The British and American Southern Steamship Company's first-class iron screw steamers are intended to sail from Liverpool to New Orleans as follows: *Malacca*, 7th August; *Rangoon*, 4th September. To be followed every alternate Wednesday by other first-class screw steamers now building.

For further particulars apply to

F. SABEL,  
*Agent, 19 Water Street, Liverpool.*

*Charleston.--Steam communication between Liverpool and Charleston.*

A first-class steamship will be dispatched from Liverpool to Charleston on or about the 15th July next. A monthly service will be established.

Goods and passengers for New Orleans, Mobile, and Savannah can be forwarded by this line, Charleston having direct railway communication with all the Southern and Western cities.

For further particulars apply to

FRASER, TRENHOLM & Co.,  
*10 Runford Place, or to*  
M. G. KLINGENFER & Co.,  
*Tower Buildings, 22 Water Street.*

[Endorsement]

Send copies of advertisements to Flag-Officers Stringham and Mer-  
vine.

W.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding Confederate force near Norfolk and the inefficiency of the blockade of Wilmington, N. C.*

NAVY DEPARTMENT, June 28, 1861.

SIR: Following you have copies of the contents of two letters received at this Department this a. m.

Very respectfully,

GIDEON WELLES.

Commodore STRINGHAM, etc.

[Enclosures.]

I have just heard from a reliable source that about fifteen days since the rebel force in and near Norfolk, Va., amounted to about 10,000 men, and also that the steamer *Yorktown* had been strengthened, houses taken off, and lined inside above the water line with railroad iron, and carried a battery of eight 32-pounder rifled guns, and is commanded by Lieutenant R. B. Pegram, late U. S. Navy. This may be of service to the Navy Department.

PHELPS.

While Charleston and Savannah as well as Virginia ports are blockaded, our port (Wilmington, N. C.) is overlooked. Vessels from England arrive and bring us what is wanted, our railroads distributing to every point of the compass aid and comfort to the Confederate States. Six British vessels have entered and cleared since the paper blockade was declared. One is now loading for England, her cargo furnishing funds to bring out munitions from England. More vessels are expected with railroad iron.

JACOB BREWSTER.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving disposition of vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, June 29, 1861.

SIR: I have the honor to return to the Department the present disposition of the vessels composing the Atlantic Blockading Squadron and their capacity for that service:

Name.	Class.	Capacity.	Position.
Minnesota	Steamer	Good for Atlantic blockading.	[Hampton Roads.]
Wabash	do	do	Off Charleston.
Jamestown	Sailing	do	Off Savannah.
Vandalia	do	do	Off Charleston.
Perry	do	do	Off Fernandina.
Flag	Steamer	do	Off Charleston.
Cumberland	Sailing	do	Hampton Roads, going into dock.
Union	Steamer	Unfit, carries no coal.	Off Savannah.
Daylight	do	Fitted for Chesapeake.	To go off Rappahannock River.
Dawn	do	do	Baltimore, repairing.
Monticello	do	do	Jamea River.
Quaker City	do	do	Cape Henry.
Mount Vernon	do	do	York River.
Harriet Lane	do	do	Repairing.
Yankee	do	Fitted for tugboat.	Do.

Name.	Class.	Capacity.	Position.
Savannah.....	Sailing.....	Not reported.....	
St. Lawrence.....	do.....	do.....	
Dale.....	do.....	do.....	
Iroquois.....	Steamer.....	do.....	
Penguin.....	do.....	do.....	
Albatross.....	do.....	do.....	
Young America.....	do.....	Seized; not available.....	

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the ship Alliance.*

NAVY DEPARTMENT, June 29, 1861.

SIR: The following, from a letter received at this Department, is given for your information.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer STRINGHAM, etc.

[Enclosure.]

The ship *Alliance*, which was ordered away off Charleston some time since by the U. S. blockading squadron, has been lying in this harbor (St. Johns) two weeks. Yesterday (Sunday) the Palmetto flag was flying at her mizzen all day. She now hails from Liverpool, England, but was formerly owned, and perhaps is still in reality owned, in Charleston, S. O. Her captain and mate both belong there. She is loaded with railroad iron, and is now waiting orders from Liverpool. There are suspicions that she has also arms beneath the iron rails.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding recharter of steamer Monticello.*

NAVY DEPARTMENT, July [1?], 1861.

SIR: Be pleased to send the steamer *Monticello* to New York for the purpose of being delivered up at the expiration of her charter, on the 2d instant. The Department has proposed to her owners to recharter her for three months, provided they will thoroughly repair her and put her in condition for efficient sea service.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.



*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the rescue by the U. S. S. Quaker City of a small boat containing refugees.*

U. S. S. MINNESOTA,  
Hampton Roads, July 1, 1861.

SIR: I have the honor to inform the Department that yesterday, June 30, the U. S. S. *Quaker City*, while cruising off Cape Henry, discovered and picked up a small sailboat containing seven men. She brought them and the boat to the flagship. They proved to be five Northern men, residents of Pennsylvania and New Jersey, who have been residing in North Carolina, engaged in their various mechanical occupations in the neighborhood of Washington, N. C.

Fearing ill treatment, and the alternative of being compelled to join in the rebellion or suffering personal violence, they made the best arrangements they could, and, through the aid of some Union men with whom they were on good terms, they (after a week's navigation by day and night, the last part of it from near Cape Hatteras, being out at sea, and running great risk of being captured at the various inlets, where they represent the North Carolina rebels to have a small force of men with light batteries) have at last, to their great relief, reached this point, asking and receiving that protection which is due to loyal citizens.

The two remaining persons, one a native of Wilmington, Del., though now resident of North Carolina, where his sick wife now anxiously awaits the issue of his effort to serve these men, request permission to return. The young man who accompanies him seems a well-disposed citizen of North Carolina. I shall take the liberty of permitting them to start back with their sailboat, hoping they will not be discovered by the secession forces, they so much fear.

It was through the kindness and aid of these men that the Northern citizens were able to get off.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the disposition of vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, July 1, 1861.

SIR: I have the honor to acknowledge receipt of two confidential communications from the Department, dated June 28, also a notice of the same date to Mr. Van R. Morgan, late lieutenant U. S. Navy, apprising him that his name has been stricken from the rolls of the Navy, which I shall forward to him by the first opportunity.

I would also inform the Department that I shall have one steamer off York River, the *Daylight*, Commander Lockwood, and one off the Rappahannock, the *Mount Vernon*, Commander Glisson, and the *Penguin* and *Albatross* I shall send over on the eastern shore of Virginia. The *Albatross* arrived to-day.

I have just heard from Lieutenant Mygatt that the steamer *St. Nicholas*, mentioned in your confidential communication of June 28, has

gone into the Rappahannock River. He has just come down in the *Reliance* to give me this information.

I shall have a steamer off those points from this time on. The Department will see that I have not one steamer or vessel at my command for the coast of North Carolina.

It is very essential that the *Monticello* remain at the mouth of the James River until the return of the *Harriet Lane*, as the forces at Newport News are threatened by steamers from Richmond.

I have learned this day of the death of Captain William M. Armstrong; therefore I reenclose the orders of the Department to him dated 24th June, 1861.

Respectfully, your obedient servant.

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of Navy.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the capture of the schooner Sally Mears.*

U. S. S. MINNESOTA,

*Hampton Roads, July 1, 1861.*

SIR: I have the honor to inform the Department that I have captured this day, and now hold subject to the direction of the Department, the schooner *Sally Mears*, of Yorktown, Va., of 157 $\frac{0}{8}$  tons burden.

The captain, George Richardson, and four men are on board this ship.

Shall I use the vessel down here? She is in ballast.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of Navy.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the sailing from Liverpool of ship Bamberg.*

NAVY DEPARTMENT, *July 1, 1861.*

[SIR:] The following extract from a letter written by the surveyor of the port of New York is sent for your information.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, etc.

[Enclosure]

The ship *Bamberg* (or *Bromberg*), which sailed from Liverpool some time since with a large quantity of arms and munitions of war for the Southern States, has arrived at Havana, having been ordered off from the Passes of the Mississippi by the blockading squadron.

It is said that she has on board upward of 60 tons of arms, and undoubtedly a further attempt will be made to land them at some Southern port.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from U. S. consul at St. Petersburg regarding ship Noemie, from Charleston, S. C.*

NAVY DEPARTMENT, *July 1, 1861.*

SIR: I herewith enclose for your information a copy of an extract from a dispatch received by the honorable Secretary of State, from Caleb Croswell, esq., U. S. consul at St. Petersburg, respecting the ship *Noemie*, of Charleston, S. C.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.—Extract.]

CONSULATE OF THE UNITED STATES OF AMERICA,  
*St. Petersburg, May 28, 1861.*

SIR: \* \* \* The ship *Noemie*, from Charleston, Captain John Johnson, which arrived at Cronstadt last week with a cargo of cotton, I am informed, displayed the flag of the Confederate States at the main while at Copenhagen and Elsinore.

The vessel came into Cronstadt under the flag of the Union, but on learning what had occurred before her arrival here, I went to Cronstadt and examined the ship's papers deposited with the agent of this consulate, and found that she had the usual United States register.

The vessel is owned by a mercantile firm in Charleston. The captain is from Baltimore. Captain Johnson is a secessionist, and probably took this course to show it and make an excitement.

I have thought proper to mention these particulars on account of the rumors which Captain Johnson's desire thus to exhibit his attachment to a bad cause has produced, some of which may find their way to the United States.

I have the honor to remain, your obedient servant,

CALEB CROSWELL,  
*U. S. Consul.*

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

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, authorizing purchase of a vessel for the Rodman cannon.*

NAVY DEPARTMENT,  
*Washington, July 1, 1861.*

SIR: Your dispatch (No. 36) of the 27th ultimo, in reference to the proposed plan for mounting the large piece of ordnance now at Old Point on a suitable vessel, and the means of procuring such a vessel, has been received.

The Bureau of Ordnance has already placed you in communication with parties who are disposed to furnish what perhaps may prove to be the proper kind of vessel for the service designated; but to save

time, and in accordance with your suggestion, the Department will permit you to proceed to New York and make such prompt arrangement as the case demands.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Senior Flag-Officer SILAS H. STRINGHAM, U. S. Navy,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding purchase of vessel for Rodman cannon.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 2, 1861.*

SIR: I have the honor to acknowledge two confidential letters from the Department, dated June 29, containing copies of advertisements; also letter dated June 28, with reference to boatswains. I think there is one man on board this ship competent to fill this position. I shall proceed to have him examined professionally and physically, as directed and required by the Department.

I have just returned from examining a vessel captured here, but find her unfit to carry the Rodman cannon. I also find the range of this gun is not over 2½ miles, and this its extreme range with the largest charge of powder.

I must say that, from all the observation I can make, a rifle gun of 8, 9, or 10 inch caliber would be more effective and much more easily handled.

I think I have now at this point a vessel which could carry this latter gun if she had a little additional strengthening. She could be sent to Washington and prepared in a short time.

I enclose two letters from parties offering vessels to sell for this purpose. I should prefer the Department would make the purchase. I think the price fixed is very high. The Department could authorize a person to examine them, however.

I repeat that I would prefer a rifle gun. The vessel I allude to above is a prize.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the ration.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 3, 1861.*

SIR: I have the honor to state to the Department that I have been consulting with some of the officers in reference to the ration. They generally consider it a good ration, but think if the whisky part could

be stricken out it would result in benefit to the men, besides giving room (now occupied with whisky casks) for more useful and valuable articles.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 3, 1861.*

SIR: Captain Carr, of the U. S. S. *Quaker City*, has asked permission to have 1 gunner's mate, 1 carpenter's mate, 1 quarter gunner, and 2 quartermasters rated aboard the *Quaker City*. Have I permission to grant his request?

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting letters from the Secretary of the Treasury regarding transfer of American vessels to British ownership.*

NAVY DEPARTMENT, July 3, 1861.

SIR: I herewith transmit for your information a copy of a letter in reply to one from this Department, addressed to me on the 27th ultimo by the honorable Secretary of the Treasury, respecting the transfer of American vessels to British ownership, and to the provisional registers issued in such cases by British consuls.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

TREASURY DEPARTMENT, June 27, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 25th instant, and enclosure, respecting the transfer of American vessels to British ownership, and to the provisional registers issued in such cases by British consuls.

The act of the British Parliament, entitled the merchant shipping act, of 1854, confers on the consuls of her Britannic Majesty, in the case of the sale of a foreign bottom to a person authorized by the act to become the owner of British shipping, the power of issuing a provisional or temporary register, and to engage a crew for a vessel so transferred.

For convenience of reference, I accompany this communication with a copy of the merchant shipping act, and would respectfully refer you to sections 18 and 54, and to forms B, C, and D in the appendix, as having a special bearing on the subject of your letter. I also transmit herewith, as referring to the same subject, an extract from instructions to British consuls under the merchant shipping act, prepared by the board of trade, and approved by her Britannic Majesty's secretary of state for foreign affairs.

As the British laws relating to navigation now stand, a foreign-built vessel, manned and commanded by foreigners, if she is owned by qualified persons, is entitled to carry the British flag and claim British privileges and protection. The sole requisite so to entitle her is British ownership.

No regulation, it is believed, can be prescribed, defining in advance the duties of naval officers in regard to their treatment of vessels sailing under provisional registers issued by British consuls. It must be left mainly to their good sense and sound discretion to determine the course to be pursued according to the circumstances of each case as it occurs. If they have satisfactory reason to believe that the sales are in contravention of the British laws as well as those of the United States, merely collusive, and the provisional registers, therefore, unlawfully issued, the vessels should be sent into port for legal proceedings.

The information contained in the accompanying documents would enable officers of the Navy to act understandingly in such cases. They should know under what circumstances and with what formalities such sales can lawfully be made, and what papers the consul is authorized to issue. Departure from the legal requirements in any material respect would justify occasion suspicion of bad faith, and the vessel should be treated accordingly.

It is with this view of the matter that the enclosed documents are respectfully communicated, in reply to your letter.

I am, very respectfully,

S. P. CHASE,  
*Secretary of the Treasury.*

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

[Subenclosure.]

*Extract from the instructions to British consuls under the merchant shipping act of 1854, prepared by the board of trade and approved by her Majesty's secretary of state for foreign affairs.*

*Purchases, mortgages, and sales at foreign ports.*

22. Persons qualified to own British ships may purchase foreign ships at a foreign port. In such cases the ship can not be completely registered until she arrives at some port in the British dominions where there is a British registrar; but in order to prevent the inconveniences and dangers which would arise from the ship's making her homeward voyage without papers showing the national character, the consul is enabled to grant a provisional certificate, to remain in force until the expiration of six months, or until the arrival of the ship at some port having a British registrar, whichever first happens. In granting this certificate he will attend to the following particulars:

He will require from the purchaser, or from the agent of the purchaser, a declaration containing a statement of the qualification of the purchaser, similar to those contained in forms B or C (as the case may be) in the schedule to the act, and containing also such of the other

particulars contained in those forms as can be obtained without requiring a new survey or measurement; and this declaration should, so far as possible, be in the same form, and be made with the same formalities and precautions as declarations given for the purpose of the final registry of the ship, except that it must be marked "Provisional."

He will then prepare a certificate of registry, adhering as nearly as possible to the Form D in the schedule of the act, except that at the top must be written in large and conspicuous characters the word "Provisional," and that at the foot or in some conspicuous place must be added the words "This provisional certificate of registry continues in force only until the — day of — (insert the day of the expiration of six months from the date), or until she completes her voyage from — (insert the port at which the certificate is given) to some port at which there is a British registrar, whichever first happens." The provisional certificate must be signed by the consul instead of by the registrar, and must be sealed with his official seal. No official number is to be inserted. A form of provisional certificate of registry, filled up according to the circumstances of the case as assumed, is given in the appendix. (Form C 2.)

He will keep a duplicate of the certificate and send it with the declaration to the commissioners of customs in London on the first convenient opportunity, and in so doing he will endorse on the certificate a statement of the British port to which the ship is bound.

He will warn the master and the purchaser, or his agent, that the provisional certificate is only in force until the ship reaches the first British port at which there is a registrar, or at the expiration of six months, whichever first happens, and that she must then be surveyed, measured, and completely registered.

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding transportation of Miss Segar.*

NAVY DEPARTMENT, July 3, 1861.

SIR: Mr. Joseph Segar has a daughter in the city of Norfolk whom he is desirous of having brought down to Old Point Comfort to join the rest of his family.

You will please send a small vessel or boat up to Norfolk with a flag of truce for the purpose of bringing away Miss Segar.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding reported breach of blockade.*

NAVY DEPARTMENT, July 3, 1861.

SIR: The following is given for your information.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding, etc.

[Enclosure.]

A pungy boat and schooner load with goods in Baltimore, clear for Deal's Island or Snow Hill, stop at Tangier beach inside the harbor, and wait for a suitable night, then run across the bay and enter the mouth of York River and discharge in Mohjack Bay, and at other times land in East River. The captain is not known, but he has tried to raise volunteers in Tangier. The pilot is known by the name of William Pruitt. Captain John Gibbons gives this information, and is ready to act.

I have heard to-day that the steamboat *St. Nicholas* affair was a trap set to catch the *Patience*. There may be other enterprises of the same character on foot, and it would be well to be on the lookout for them.

SAML. HINKS.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of captured schooner Sally Mears.*

NAVY DEPARTMENT, July 3, 1861.

SIR: I have received your No. 43 reporting the capture of the schooner *Sally Mears*, of Yorktown, [Va.], and asking what shall be done with her, as well as the captain and crew. You may use the schooner for such purposes as she may be fit.

The captain and crew may be released and put ashore somewhere.

Persons found on board vessels that are not privateers, and who are not engaged in the military services of the insurrectionary States, may be released, unless there is some good reason for retaining them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the capture of a pungy.*

U. S. S. MINNESOTA,  
Hampton Roads, July 3, 1861

SIR: I have the honor to inform the Department that the steamer *Yankee* has just arrived here. I am sorry to find by reference to Mr. Werden's orders that he must proceed direct to Washington.

She would be of very great service here, as I have no small steamer at my command.

There is a small steamer which comes down almost daily from Norfolk, keeping out of range, which the *Yankee* could prevent and perhaps succeed in capturing, besides being of other great service as a towing vessel, for which we have use. I regret much that she can not stay now.

Yesterday there was sent to this place by the *Daylight* one of the bay pungies, about 30 tons burden, which I have sent this morning in tow of a steamer going direct to Washington, to be destroyed or used there. She is one of those used in carrying stores and communications from point to point on the Chesapeake.



I have the honor to acknowledge receipt of your letter of July 1, containing instructions respecting ship *Noemie*, of Charleston, S. C.; also the extract therein contained from Mr. Croswell, consul at St. Petersburg; also your letter of July 3, marked confidential, containing notice of a pungy boat and schooner which visit the Virginia shore, and notice in same from Samuel Hinks, referring to steamer *St. Nicholas*; also of same date with instructions relating to disposition of schooner *Sally Mears* and her crew; also one of same date, with instructions to send a flag of truce to Norfolk, to bring away Miss Segar, daughter of Mr. Joseph Segar.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of the Navy.*

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*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, regarding prize schooner John Hamilton.*

U. S. PROPELLER DAYLIGHT,  
*Off' York River, Virginia, July 3, 1861.*

SIR: I have the honor of sending under charge of Acting Master's Mate William V. Smith, the prize schooner *John Hamilton*, with the accompanying papers found on board, and her master, Jacob Sparrow, the owner, who pleaded hard to be let off. She is in ballast, of little value, but not feeling at liberty to exercise any discretion about releasing her, I have ordered Mr. Smith to take her to Hampton Roads and report her arrival to you for your disposal.

Should you accede to the wishes of the master of the schooner and release her, he would require assistance to enable him to return here, and the officer and his two men could return in her.

The above is the only vessel that has attempted to pass out or in since I have been here. I opened the letter addressed to John Letcher, governor of Virginia.

I am, sir, respectfully, your obedient servant,

SAML. LOOKWOOD,

*Commander.*

Flag-Officer S. H. STRINGHAM,

*Commanding U. S. Naval Forces, Hampton Roads, Virginia.*

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*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the cruise of that vessel to Savannah, Ga.*

U. S. SLOOP OF WAR JAMESTOWN,  
*Off' Charleston, July 3, 1861.*

SIR: In compliance with your instructions of the 18th June ultimo, directing me to proceed off Savannah, Ga., with this ship to assist in blockading that port, and to touch off Charleston on my way down to communicate with Captain Mercer, of the *Wabash*, I have respectfully to state that I left Hampton Roads on the 19th June. Light airs, head winds, and squally weather retarded our passage so that we were unable to reach Charleston until to-day, 3d July. I have had an interview with Captain Mercer and shall immediately proceed to Savannah, having a fair wind. I regret that I can not speak favorably of the qualities

of the ship so far as they have been tried. She is certain in "missing stays" if there is any head sea. Always gets a stern board and is very slow in paying off. She is also very much wanting in stability. On the 28th June I spoke the *Union*, Commander J. R. Goldsborough, bound to Charleston; received our mail bag, and transferred to him the bags for the *Wabash* and *Union*. Entire harmony prevails on board from the zealous and efficient first lieutenant, Mr. N. B. Harrison, down through all the grades, and a strong desire is manifested to put the ship on a footing second to none of her class. Great attention has been paid to the exercise of the battery, especially in teaching the details of using shells.

On the 26th instant we fired at a target sent from the ship. The distance was from 1,200 to 1,900 yards, and the result was very satisfactory. The master is very attentive to his duties, but is young and has not yet passed his examination. I should be pleased to have a coast pilot and two master's mates. One is required for the gun deck and spirit room, leaving but two midshipmen to keep watch, and, in case of sending any away in a prize, we would be short. The crew are the most ignorant set of men I have ever seen on board ship, but will, after being drilled, be superior to the old class of men-o'-war's men. The health of the ship has been generally good; we have lost, however, one man from diarrhea, who has been unwell for some months past. I am in want of a large general chart of the coast; the one furnished is too small to be run by with any satisfaction.

I have the honor to be, very respectfully, etc.,

CHARLES GREEN,  
Commander.

Flag-Officer SILAS H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Request of Captain Ohauncey, U. S. Navy, commanding U. S. S. Susquehanna, that a rifled cannon be furnished for that vessel.*

U. S. S. SUSQUEHANNA,  
Navy Yard, Boston, July 3, 1861.

SIR: I have to request, that whenever the exigencies of the service may permit, a rifled cannon, with its equipments, etc., may be sent to this ship by one of the supply vessels, as it may be of most essential service in blockade duty, and would greatly add to the efficiency of the ship.

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

JNO. S. OHAUNCEY,  
Captain.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of Flag-Officer Pendergrass's squadron.*

U. S. S. MINNESOTA,  
Hampton Roads, July 4, 1861.

SIR: I have the honor to inform the Department of the arrival of the *Roanoke* at this point on the 3d instant.

By authority of your letter of June 5, I shall continue Flag-Officer Pendergrast and the vessels of his squadron, to aid and assist in the blockade, and send him upon the coasts of South Carolina and Georgia, if it meets with the approval of the Department.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging Department's communications.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 1, 1861.*

SIR: I have the honor to acknowledge receipt of your confidential [letter] of July 1, with extract relating to the ship *Bamberg* (or *Bromberg*). Also your letter of July 3, enclosing a letter from Hon. S. P. Chase, Secretary of the Treasury, respecting the transfer of American vessels to British ownership and to the provisional registers issued in such cases by British consuls.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Report of Commander Ohandler, U. S. Navy, commanding U. S. S. Dawn, regarding repairs to vessel.*

U. S. S. DAWN,  
*Baltimore, Md., July 1, 1861.—9 a. m.*

SIR: I have the honor to inform you that I received, about 3 p. m. yesterday, your telegram of that date, directing me to "hurry the repairs on the *Dawn* and proceed down the bay with all dispatch."

The workmen on the boiler having finished about 10:30 a. m., we immediately commenced cleaning out and filling the boiler for a cold-water pressure, hoisting in our coal at the same time, which we finished about 1:30 a. m. this morning, after getting in about 73 tons. We had completed our watering yesterday morning and taken in all our stores except those required in the gunner's department, which have not yet been received. We found the boiler and flues to stand a pressure of 45 pounds, about as much as we could get on, our crew being much worn out with hoisting in and shoveling coal. I now have steam up, and will proceed down the bay at once in obedience to your orders.

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

WILLIAM CHANDLER,  
*Commander, U. S. Navy.*

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

N. B.—I have engaged First Assistant Engineer Wyatt, but not discharged Master's Mate Woodstock, not being able to settle his account.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the hoisting of his flag on the U. S. S. Roanoke.*

U. S. FLAGSHIP CUMBERLAND,  
Off Fortress Monroe, Va., July 4, 1861.

SIR: I have the honor to inform the Department that I have this day been ordered by Flag-Officer Stringham to hoist my flag on board the U. S. steam frigate *Roanoke*. I would be glad to have the authority of the Department to transfer my flag-lieutenant, Mr. Todd; my secretary, Mr. Scherr; my clerk, Mr. Curtis, and the coxswain and boat's crew of the barge to the *Roanoke*. I would also request that the Department authorize the paymaster of the *Roanoke* to pay Captain Kintzing, of the marines, and my secretary, Mr. Scherr, two months' advance, the usual allowance to officers of ships fitting out.

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

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the unprotected condition of Wilmington, N. C.*

NAVY DEPARTMENT, July 4, 1861.

SIR: The enclosed copy of a letter received from the Department is forwarded, that you may be advised of movements on the coast of North Carolina.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, etc.

[Enclosure 1]

NEW YORK, June 29, 1861.

DEAR SIR: As a good Union man and a friend to the Administration, I take the liberty of informing your Excellency about the port of Wilmington, N. C., where vessels are continually coming in, changing their nationality, and taking cargoes for England at high rates to the great prejudice of the port of New York. Up to the 12th June none of the blockading squadron had been off Cape Fear River to notify the fort (Oswell) of the blockade, and some eight or ten vessels have left and sailed with full cargoes, and I have reason to believe vessels have cleared from here, and are about clearing for West India ports, and no doubt will fetch up there. \* \* \* I have just learned that a Carolinian has been to St. John's and chartered a brig to go to Wilmington, N. C., for a load of naval stores.

PETER WILSON.

Hon. GIDEON WELLES, etc.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to dispatch vessels in search of a Confederate privateer.*

NAVY DEPARTMENT,  
Washington, D. C., July 4, 1861.

SIR: You will dispatch the *Roanoke* without delay to the coast of North Carolina.

A rebel privateer has made several captures off Cape Hatteras. If necessary, send the *Cumberland* also down the coast until more ships reach your command.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SILAS H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Report of Flag-Officer Stringham, U. S. Navy commanding Atlantic Blockading Squadron, regarding dispatch of vessels.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 5, 1861.*

SIR: I have the honor to acknowledge receipt of your letter of July 4, in reference to the sailing of the *Roanoke*, also of the *Cumberland*. I have ordered the *Roanoke* to proceed without delay.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, of the cruise of that vessel to York River, and giving information regarding steamer Wilson G. Small, from Baltimore.*

U. S. S. PENGUIN,  
*Hampton Roads, July 5, 1861.*

SIR: In pursuance of your order of the 29th ultimo, I proceeded off the mouth of York River. I saw no vessels pass in or out of that river during my stay there.

On the 1st instant your order of same date, through Lieutenant Commanding Mygatt, was received to blockade the mouth of the Rappahannock River. Got underway in company with steamer *Reliance* for the above river, and arrived same evening; saw no vessels there. On the 2d, Lieutenant Commanding Mygatt made a communication to me, which I herewith enclose, to the effect that the engineer had reported to him that it was necessary for the *Reliance* to return to repair; that it was unsafe to detain her, and having no orders in regard to this vessel, I did not order a survey, but suggested the same. He then left his station, to report himself to his commanding officer in the Potomac.

On the 2d instant, the *Mount Vernon* arrived, Commander Glisson informing me that he came to relieve me, and brought a pilot with me, but no orders from the commander in chief; but from a conversation with the pilot, I inferred that you wished me to cruise somewhat at my discretion in the Chesapeake. I therefore, at daylight on the 3d instant, weighed and steamed across the bay to Poconoke Sound, boarding vessels on the way, as per list enclosed. On entering the bay, saw an American flag flying on Tangler Island in a village of that name; ran into the harbor and hoisted a jack, to induce them to come off, which they soon did. The three men who came off seemed strong Union, and represented to me that there was but one man on the island who was a secessionist; that he meant to hoist a secession flag to-morrow, and that a force would be over from Annapolis on the 4th to take

down the American flag; that they were determined it should not come down, and requested me to remain on the 4th, which I determined to do.

July 4, dressed the ship in honor of the day. I was informed at Tangier that the steamboat *Wilson G. Small*, from Baltimore, had some days before been down with a load of goods and landed at Pungoteague; that she made her appearance again on the 3d instant, but seeing us in the harbor, made off. This boat I hear is allowed to trade only as far as Great Annesmessex River. In the evening weighed and stood over to the mouth of Great Annesmessex River; spoke several vessels, saw nothing suspicious, anchored for the night. At daylight on the 5th, weighed and stood down the bay, and when off the mouth of the Rappahannock, communicated with the *Mount Vernon*. Captain Glisson had no news. At 10 a. m. saw steamer *Dawn* steering down the bay. At 11 a. m. spoke U. S. S. *Albatross*, bound to Rappahannock River.

Very respectfully, sir, your obedient servant,

J. W. LIVINGSTON,  
*Commanding U. S. S. Penguin.*

Flag-Officer SILAS H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, of assistance rendered a shore force under Colonel Phelps, U. S. Army.*

U. S. S. MONTICELLO,  
*Off Newport News, July 5, 1861.*

SIR: In compliance with the request of Colonel Phelps, we took a position near noon to-day about 5 miles above the post, for the purpose of shelling the enemy in advance of a battalion which moved up the left bank of the river, and after our firing they entered the woods. This evening they returned to camp, reporting we had dispersed with our shell a body of cavalry which they could not afterwards overtake.

Colonel Phelps sent off his thanks for the promptness of our movement and the precision with which the shell were thrown.

I am, respectfully, your obedient servant,

JOHN P. GILLIS,  
*Commander, U. S. Navy.*

Flag-Officer S. H. STRINGHAM, U. S. Navy,  
*Commanding Atlantic Blockading Squadron.*

*Request of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, to participate in the retaking of Norfolk.*

U. S. S. CUMBERLAND,  
*Hampton Roads, July 5, 1861.*

SIR: Having received orders from Flag-Officer Stringham to proceed to the South, and from thence to Boston, I would respectfully request that, as soon as this ship shall have completed her repairs, she be allowed to return to her present station, for the *Cumberland* has been so long and constantly employed here and has become so identified

with the waters of Virginia, that it seems but just she should participate in the honor of retaking Norfolk.

I have the honor to be, very respectfully, your obedient servant,  
JOHN MARSTON, *Captain.*

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

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding officers and crew of chartered steamer Quaker City.*

NAVY DEPARTMENT, *July 5, 1861.*

SIR: The rates asked for by Commander Carr, in your letter of the 3d instant, are allowed.

It will be remembered that the *Quaker City* was chartered by certain parties in New York and sent to the Chesapeake, and at the expiration of the charter the Government continued it for three months, reserving to itself the right to place on board a naval officer to command, and afterwards a midshipman was added. The accounts were directed to be kept on board the *North Carolina*, at New York.

The owners of the *Quaker City* supplied the officers and crew and ran the vessel, and continue to do so, unless they violate the charter.

This Department can not make any acting appointments on board.

Lieutenant Mitchell may be ordered to the *Santee*, so as to permit that vessel to proceed to sea without delay. A first lieutenant will be sent to her by the earliest opportunity.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Nicholson, U. S. Navy, commanding U. S. S. Roanoke, to prepare that vessel for sea.*

U. S. FLAGSHIP CUMBERLAND,  
*Off Fortress Monroe, July 5, 1861.*

SIR: I will transfer my flag this afternoon.

You will prepare your ship for sea with all possible dispatch. I will go to sea to-morrow morning.

You will avail yourself of any coal schooner present to fill up with coal.

Very respectfully,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

Captain WM. O. NICHOLSON,  
*Commanding U. S. Steam Frigate Roanoke.*

*Report of Captain Ohandler, U. S. Navy, commanding U. S. S. Dawn, regarding the condition of that vessel on arrival in Hampton Roads.*

U. S. S. DAWN,  
*Hampton Roads, Virginia, July 5, 1861.*

SIR: On my arrival here I have the honor to submit herewith a copy of my letter of yesterday's date to the honorable the Secretary of the

Navy; and to report the *Dawn* again ready for service, in as effective a condition perhaps as the patching of an old boiler and very old flues could make her. But there seemed to be, soon after we left Baltimore yesterday morning (for we can not yet get at the place in consequence of the coal lying up against the boiler, and the coal bunker being full), a leak in the lower part of the boiler itself on the starboard side, about 6 feet from the after end.

There are no passageways, as there should be, constructed between the coal bunkers and boilers on either side; and, not knowing whether the steamer would be eventually purchased by the Government, I did not feel justified in incurring the expense of their construction, at least (if not so purchased, and without benefit to the Government), before the boiler and flues (as repaired) had been tested, while the repairs and my departure were so hurried that the coal had to be received on board as soon as the workmen had finished and before the boiler and flues could be tested with steam.

In the cold-water pressure of 45 pounds night before last, however, there was no perceptible leak anywhere except in the manholes, one in each end of boiler, and a hand-hole in the front end, which was subsequently repaired as soon as we could let the water out of the boilers, and previously to filling it and firing up again, about 6 a. m., to come down here.

When the coal has been more used or removed from the starboard bunker, we shall then be enabled to ascertain more about this leak, the exact location of which is now a matter of surmise; but the fact itself is established by the quantity of hot water in the bilge and the difficulty of keeping up the requisite quantity of water in the boilers, without leaving the feed pipe all the time open.

We have been under a running pressure of not exceeding 25 pounds of steam, all the way down; and only on two occasions, while stopping for a short time, did it rise to from 28 to 30 pounds.

Last night, being reluctant to run past Smith's Point Shoals without the guide of the light and light-boat at that point, we came to anchor in the bay, about 5 or 6 miles to the southward and eastward of it, and waited for early daylight to proceed hither.

Accompanying this is a duplicate requisition from the engineer's and gunner's departments for articles needed therein and a list of the provisions on board.

I have the honor to be, very respectfully, your obedient,  
 WILLIAM CHANDLER,  
*Commander, U. S. Navy.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding a Rodman gun.*

NAVY DEPARTMENT, July 6, 1861.

SIR: Your No. 44\* has been received.

You will send the schooner to Washington when convenient. The Department's order respecting the Rodman gun is countermanded.

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

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*



*Report of Commander Case, U. S. Navy (fleet captain), of disrespect shown to a flag of truce by Confederates.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, July 6, 1861.

SIR: I have the honor to report that in obedience to your order I hoisted a flag of truce on board the steam tug *Adriatic* at 1 o'clock p. m. and proceeded toward Norfolk to communicate with General Huger, as directed.

When about a mile below the Craney Island beacon, and after having passed the batteries on Sewell's and Bush's points, a shot was fired at the tug from Craney Island; it passed diagonally across the bow and struck within 20 feet. Had not the engine been stopped at the flash and the boat's head turned a little to starboard, the shot must, I think, have struck her.

I immediately ordered the tug anchored and left in the barge, with Midshipman McCook, to communicate with the boat which I supposed would meet me from Craney Island, as it did when I was up with a flag of truce in May last, but I had not got more than three or four boat's lengths from the tug when a second shot was fired at the barge, which passed directly over and struck about 30 yards from her.

My first impulse was to return immediately and report the circumstances to you, but my second led me to remain and ascertain if possible if the flag of truce had been fired on by order of General Huger or the commanding officer at Craney Island.

Two officers came off in a boat from Craney Island, of whom I asked the name of the commanding officer at the island and if General Huger was still at Norfolk.

The senior of the two (I did not learn their names) replied, "Colonel Richardson commands at Craney Island," but he did not know anything of General Huger.

I then stated that I was the bearer of a flag of truce to General Huger, but before I could transact any business in relation to it I must first ascertain from them if General Huger or the commanding officer had ordered the flag of truce to be fired on. If so, I had no further communication to make, but should return and report the facts to you.

The senior officer then stated that no such order had been given; the shot striking so near was accidental; he knew the flag of truce was coming up; had reported it to the commanding officer, when the order was given to fire a shot to stop her.

To this I replied: "A blank cartridge would have been all that was necessary and what was customary to stop a flag of truce." To this he said something about not knowing what was customary.

I then gave him your letter to General Huger, saying I would wait for an answer, at the same time asking him to give my compliments to the commanding officer, and say his men fired well; it was good target practice.

He replied: "The circumstances shall be reported to the commanding officer."

I also stated to him the difference in the reception of officers coming with flags of truce to us.

The officers left me at about 2:45 p. m. I remained until 6:45 p. m., and then left on my return without an answer from General Huger.

Two or three steamers communicated with Craney Island and Norfolk while we were at anchor.

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

A. LUDLOW CASE,  
*Commander, U. S. Navy, and Fleet Captain.*

Flag-Officer S. H. STRINGHAM,  
*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the temporary disabling of that vessel.*

U. S. S. SUSQUEHANNA,  
*At Anchor off Lynn Haven Bay, July 6, 1861.*

SIR: I have the honor to report that, in obedience to instructions from the honorable Secretary of the Navy of 12th June to communicate on my way down the coast with the vessels of the blockading squadron, and being obliged to lie by for six hours in accordance with a request from the chief engineer of this ship to effect some necessary repairs to the engines, and while on my way up to the anchorage for the above purpose the starboard water-wheel shaft suddenly broke, thus disabling the ship for active and efficient service. I enclose a report of the occurrence to the honorable Secretary of the Navy, and shall await further orders.

I am informed by the chief engineer of this ship that she will be in readiness by 8 a. m. to-morrow to proceed to New York with one wheel, if deemed expedient, and I beg leave to suggest the propriety of proceeding to that port without delay, as the necessary repairs can be effected with more dispatch at that place than elsewhere.

I have the honor to be, sir, very respectfully, your obedient servant,  
JNO. S. CHAUNCEY,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Blockading Squadron, Hampton Roads.*

[Enclosure.]

U. S. S. SUSQUEHANNA,  
*At Anchor off Lynn Haven Bay, July 6, 1861.*

SIR: After closing my dispatch of this morning, and while proceeding up to the anchorage to communicate with the flag-officer and with the intention of proceeding to sea this evening, in accordance with your orders, after the necessary repairs to the engine, the starboard water-wheel shaft of the engine broke without any previous warning, thus entirely disabling the ship for active service. The result of a critical examination of the fracture shows an imperfection in the forging of the shaft and a bad flaw. The shaft has been running for eleven years, or since the construction of the ship, and has been, to all external appearance, sound.

Although this accident is a severe disappointment to me, yet I consider it providential that it has occurred at this particular time and place. Had it taken place in a gale of wind or rough weather, it might have been attended with more serious results to machinery, etc.

I have reported the facts to Flag-Officer Stringham, my senior officer, and shall await further orders. I am informed by the chief engineer that the ship will be in readiness by 8 a. m. to-morrow to proceed to

New York with one wheel, if deemed expedient by the honorable Secretary of the Navy. I shall suggest to Flag-Officer Stringham the propriety of proceeding to that port without delay, as I am of opinion the necessary repairs can be effected with more dispatch at that place than elsewhere.

A drawing of the engines of the *Susquehanna* is in the Department at Washington, showing dimensions, etc., and might be sent to the foundry to which the order for the work will be given.

I have the honor to be, sir, very respectfully, your obedient servant,  
JNO. S. CHAUNCEY, *Captain.*

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

I enclose a copy of the report of the chief engineer and also the report of a board of survey upon the wheel.

JNO. S. CHAUNCEY.

[Subenclosure.]

U. S. S. SUSQUEHANNA,  
*Hampton Roads, July 6, 1861.*

SIR: In consequence of the overheating and cutting of the inboard slide to starboard engine, also upper gib to same (exigencies of the service permitting), I would respectfully request a delay of about six hours for the purpose of readjusting their rubbing surfaces.

Yours, etc.,

GEO. SEWELL.

Captain JOHN S. CHAUNCEY,  
*U. S. S. Susquehanna.*

*Order of the Secretary of the Navy to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *July 6, 1861.*

SIR: The U. S. steam sloop *Iroquois*, under your command, is to form a part of the Atlantic Blockading Squadron. As soon, therefore, as she is prepared for sea, you will proceed with her to Hampton Roads and report to Flag-Officer S. H. Stringham for duty.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Iroquois*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JAS. S. PALMER,  
*Commanding U. S. S. Iroquois, New York.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Yankee.*

NAVY DEPARTMENT, *July 8, 1861.*

SIR: I have received your dispatches Nos. 49, 50, 51, and 52.

Increasing difficulties in the Potomac render it necessary to detain the *Yankee* here for a short time. So soon as she can be spared she will be sent to Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of vessels of his command and disrespect shown to a flag of truce.*

U. S. S. MINNESOTA,  
Hampton Roads, July 8, 1861.

SIR: I have the honor to acknowledge receipt of your letter of July 5, with reference to rates asked for by Commander Carr, and the affairs of the *Quaker City*.

Also your letter of July apprising me of the dismissal of Assistant Engineer Levy.

I have ordered Lieutenant Mitchell to the *Santee*, and have ordered the *Santee* to proceed to her destination; also the *Roanoke*, Flag-Officer Pendergrast, to proceed off the coast of North Carolina, and the *Oumberland* to go to Boston to be docked, making just a short cruise down off Hatteras.

I have also ordered the *Daylight* off Cape Fear and the *Albatross* off Cape Hatteras, to assist in blockading the North Carolina coast.

In compliance with your instructions contained in your letter of instructions of July 3, with reference to Miss Segar, I wrote to Brigadier-General Benjamin Huger, on the 5th July, enclosing him a copy of your letter in regard to Miss S. This I had an opportunity of sending direct to him through the English vice-consul, Mr. Myer Myers, who on that day came to this ship under protection of the English flag.

On the 6th I ordered Commander A. Ludlow Case to proceed with a flag of truce on this particular business.

By the kindness of Major-General Butler I was provided with a small steamer, and Commander Case proceeded on his mission at 1 p. m.

I make short extracts from Commander Case's report to me:

After having passed the batteries on Sowell's Point and Bush's Point, a shot was fired at the tug from Craney Island. It passed diagonally across the bow and struck within 20 feet. Had not the engine been stopped at the flash, and the boat's head turned a little to starboard the shot must, I think, have struck her.

Commander Case then took to his barge and was proceeding in that toward Craney Island, the usual place where flags have usually communicated, but "had not got more than three or four boat's lengths from the tug when a second shot was fired at the barge, which passed directly over, and struck about 30 yards from her."

Two officers came off in a boat, and to the question of Commander Case, Who commanded at Craney Island, received answer, "Colonel Richardson," and Whether they intended to fire upon a flag of truce? the senior answered, "It was the result of ignorance, the proximity of the firing to the tug and barge."

The commanding officer had given the order to fire the shot and stop her.

After this explanation Commander Case forwarded my letter to Brigadier-General B. Huger through this officer, which stated that Commander C. would receive Miss Segar.

After waiting from 2:45 p. m. until 6:45, and receiving no answer to his communication, Commander Case returned and reported the facts to me.

I can but express my great surprise at such treatment, considering the courtesy with which flags of truce from Norfolk have been received by me.

I feel unwilling to hold further communication (except you instruct

me) until a full explanation is offered by Brigadier-General Huger, or the commanding officer at Norfolk.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting transfer of Lieutenant Crosby, U. S. Navy, to Flagship Minnesota.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 8, 1861.*

SIR: I beg leave to state to the Department that Mr. Wainwright, who has been doing duty as first lieutenant since the departure of Mr. Werden, finds himself unable to perform the laborious duties of a first lieutenant, especially of the flagship.

I am sorry also to be compelled to state that the second lieutenant, Mr. Gibson, has not sufficient health and strength to supply his place.

On the shore, occupied as harbor master, is Lieutenant Crosby, who, I am induced, from the representations made to me, to request of the Department may be relieved from his present duty and transferred to this ship, allowing Mr. Wainwright to take his place on shore, which duty the latter thinks he can perform.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary Navy.*

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*Report of Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, of deficiency in complement of that vessel.*

U. S. SHIP ST. LAWRENCE,  
*Off Cape Henlopen, July 8, 1861.*

SIR: The pilot left us at 1 p. m., after a detention of six days in the river, owing to low tides.

We are deficient in lieutenants. The acting masters are perfectly ignorant of duty. We have a fine ship, but at present very inefficient.

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

H. Y. PURVIANCE,  
*Captain.*

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

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from U. S. consul at Liverpool regarding steamer Ernest Meroke.*

NAVY DEPARTMENT, July 8, 1861.

SIR: Herewith enclosed for your information is a copy of a letter from the honorable Secretary of State, dated the 2d instant, transmit-

ting an extract from a dispatch of the U. S. vice-consul at Liverpool respecting a vessel supposed to be loading at that port for Charleston, S. C.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

DEPARTMENT OF STATE,  
Washington, July 2, 1861.

SIR: I have the honor to enclose herein an extract from dispatch No. 17, dated 7th ultimo, from Henry Wilding, esq., U. S. vice-consul, Liverpool, respecting a vessel, supposed to be loading at that port for Charleston, S. C.

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

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Subenclosure.—Extract.]

U. S. CONSULATE, Liverpool, June 7, 1861.

SIR: My last dispatch was 31st May, by the *Arabia*.

A statement was made to me on Wednesday by a shipmaster belonging to Portsmouth, N. H., which I consider of consequence enough to report to you.

He stated that on Monday last one of the partners of a large shipping house here remarked during a conversation on the reported raising of the blockade at Charleston, that there was a steamer loading in this country with a valuable cargo for Charleston. He could not get from him where she was loading, or her name, as he seemed to recollect himself and grew uncommunicative, and the captain did not like to appear too inquisitive. The captain would not tell me the name of the house, but from what he did say, I judge it was that of Leech, Harrison & Torwood, a commission house doing a large business with the United States and with numerous Charleston connections, and, on investigating the matter, I find that the owner of the Swedish screw steamer *Ernest Meroke*, which came here, and has just discharged a cargo from New Orleans, has been in frequent communication during the past ten days with that house, and that the chief mate of the vessel has been heard to say he thought she would go back to America.

I am inclined to think the statement referred to her. She is a very fast vessel, having made the passage from New Orleans in twenty-two days, steaming but a small part of the way. She is 700 tons, bark rigged, funnel red at bottom, black at top, hull dark green, spar deck white; female figurehead, no bowsprit. She has no cargo on board yet, but a few days would suffice to load and dispatch her. I am having her looked after.

There is no vessel here, or in any of the ports of the district, loading, that would be likely.

Fraser, Trenholm & Co., the Liverpool branch of John Fraser & Co., of Charleston, have bought a new screw steamer for the "direct trade," but she is not named or ready yet.

With high respect, I am, sir, your obedient servant,

HENRY WILDING, *Vice-Consul*.

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

*General Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

U. S. S. MINNESOTA,  
Hampton Roads, July 9, 1861.

SIR: I have the honor to inform the Department that the *Roanoke*, Flag-Officer Pendergrast, sailed yesterday for the coast of North Carolina.

The *Cumberland* sailed to-day for Boston, first taking a short cruise down off Cape Hatteras and the coast of North Carolina.

I am informed her sailmaker is now doing duty on board the steam tug *Young America*, at present repairing at Washington. I respectfully suggest, and enquire, whether it would not be well to let him proceed to Boston and prepare matters in his department, thus hastening the necessary work upon the *Cumberland* when she arrives.

I would like to assign an officer to the *Young America*, Mr. G. W. Graves, now applying for the appointment of acting master, for which situation I know him to be fully qualified. He is a very active and efficient officer, having served on board this ship since we sailed as master's mate.

I venture to ask of the Department to send the *Yankee* to this point.

The Army have constant communication from Fortress Monroe to Newport News in small tug steamers. There is a steamer which comes down from Norfolk to the mouth of Elizabeth River frequently. I fear, emboldened by the absence of our small steamers, she may attack and capture the army steamers. The *Yankee*, drawing light draft of water and being fast, might catch this vessel, besides doing service here as she did before her removal for repairs.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the readiness of the U. S. Ship Santee for sailing.*

U. S. S. MINNESOTA,  
Hampton Roads, July 9, 1861.

SIR: I have the honor to inform the Department that the *Santee*, being ready for sea, she might not be detained any longer. I have ordered Lieutenant J. H. Spotts, who was proceeding as passenger on board the *Susquehanna* to the Gulf Squadron, to take passage in the *Santee*, doing duty on board the latter vessel until otherwise ordered.

I have the honor to acknowledge receipt of your letter of July 6, ordering the schooner lately captured to Washington; also countermanding the order respecting the Rodman gun.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from U. S. consul at London, regarding the purchase of a steamer by Confederate agents.*

NAVY DEPARTMENT, July 9, 1861.

SIR: I herewith enclose copy of a letter from the Secretary of State, dated the 5th instant, transmitting copy of dispatch No. 10, received from the U. S. consul at London, concerning the purchase in England of a large steamer by parties in the interest of the State of South Carolina.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

DEPARTMENT OF STATE,  
Washington, July 5, 1861.

SIR: I have the honor to present herewith for your information a copy of a dispatch No. 10, received from the U. S. consul at London, respecting the purchase of a large steamer in England for parties in the interest of the State of South Carolina.

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

WM. H. SEWARD.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Subenclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,  
London, June 22, 1861.

SIR: I have just learned from a source I regard as reliable, a mercantile gentleman of this city, that a new screw steamer, of 1,000 tons net burden, built by Mr. Peirce, of Stockton, on the river Tees, for Messrs. Walker and Cunard, has been recently sold to Fraser, Trenholm & Co, of Liverpool and Charleston, S. C.

She is now, as my authority states, taking in cargo for the Southern States, and is nearly ready for sea.

The Tees is near the Scottish border, about 200 miles from London; but I shall try to ascertain her name, the flag under which she will sail, for what port she clears, who commands her, her complement of men, a description of her, and all other accessible facts concerning her. I have this moment had a confirmation of the above statement from a gentleman just arrived from Birmingham [England], who says he had a hint that such a vessel was soon to leave for some Southern port, and that arms were to be sent from Birmingham for the South by her. She is reported as bound for Charleston direct, but this is hardly probable; she may [sail] directly for Mexico or some port in one of the West India Islands, or she may try to get into the Satilla River, or St. Mary's, Ga., Fernandina, St. John's River, or some port on the Atlantic side of Florida. A railroad runs to Fernandina, Fla., and there is water enough at most all of the places above named for a vessel of 1,000 tons to enter with safety.

The old guns I reported as going by the *Golden Fleece* to Quebec, and thence south, were withdrawn from her before she sailed and have not yet been shipped.



As the Government's dispatches went yesterday, and this ship is said to be so nearly ready for sea, I thought it my duty to report her case as far as I have learned it, without delaying for the next steamer.

She may be the steamer alluded to in former dispatches.

I have the honor to be, your obedient servant,

F. H. MORSE,  
Consul.

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

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acceding to his requests.*

NAVY DEPARTMENT, July 9, 1861.

SIR: Arrangements will be immediately made to furnish the *Susquehanna* with a new shaft, but, as she will not be required north for two weeks, you will use her to the best of your judgment in enforcing the blockade in the Chesapeake.

Lieutenant Crosby was detailed at the request of General Butler. The Department will make the proposed change if requested, or consented to by the major-general in command there.

U. S. District Attorney Delafield [Smith] will be written to by the Department.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

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*Report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, giving names of foreign vessels boarded and warned by that ship.*

U. S. BRIG PERRY,  
At Sea, July 9, 1861.

SIR: I have the honor to report that on the 6th of June, 1861, we boarded and warned off the coast the English bark *Sea Queen*, from Ascension, bound to Charleston, S. C.

On the 9th of June we boarded the *John Barrow*, of London, from Doboy to Sunderland, with lumber. On the 11th of June we were off Fernandina and set the blockade. On the 15th of June we boarded and warned off the coast the Spanish brig *Juana Teresa*, from Havana, in ballast, and bound for St. Mary's for lumber. On the 18th of June boarded and warned off the coast the English brig *Polka*, from Bermuda, bound to Doboy for lumber. On the 23d of June boarded the Russian bark *Salmi*, from Fernandina, bound to London with a cargo of steam pitch pine. We had observed her at anchor inside the bar for several days. She reported that she left no foreign vessels at Fernandina or St. Mary's.

I am, very respectfully, your obedient servant,

E. G. PARROTT,  
Lieutenant, Commanding.

Senior Flag-Officer S. H. STRINGHAM,  
U. S. S. *Minnesota*.

*Report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, regarding the condition of the battery of that vessel and of the rumored fitting out of two vessels at Savannah.*

U. S. BRIG PERRY,  
At Sea, July 9, 1861.

SIR: It is my duty to report that on the occasion of the firing at the Savannah, two of the guns of this vessel, out of the three used, had the loops of their pivot bolts broken. These loops have been replaced by others from the ports without guns, but they all have the same defect—a deep gutter for oiling—and it was at this place they were broken. I do not think they would stand continued firing. It appears to be very important that they should be replaced by stronger ones, and it would be a short job.

The guns of this vessel have only a range of about 1 mile, and the lee guns can generally only be given elevation sufficient to make their shot reach from two-thirds to three-quarters of a mile. Any vessel she might encounter would, I suppose, certainly have guns of much greater range. Even the Savannah, with her rifled shot, could have fired at us for a long time without our having been able to make any return. One or two rifled guns would improve very much her battery.

The condition of her battery as described above, and the fact of her being a small sailing vessel, makes her, I think, very inefficient for the blockade, without the assistance of a steamer, of a port like Fernandina, which is within six hours of Savannah, with which it has an inland communication of 12 feet water. Savannah can also command the military resources of Charleston; she has a large number of steamers and could send a force of them sufficient for the purpose against this vessel and attack her, either in a calm, which occurs daily and generally lasts a great part of the day, taking positions where she could not bring her guns to bear on them, or by keeping out of the short range of her shot, in any weather.

The captain of the Russian bark *Salmi*, bound out from Fernandina, informed me that he had heard at that place that two steamers, with 100 men each, were being fitted out at Savannah for the purpose of attacking the *Perry*. This report, whether true or not, shows the enemy were aware of their opportunity of attacking our flag, with the chances very much in their favor.

I am, very respectfully, your obedient servant,

E. G. PARROTT,  
Lieutenant, Commanding.

Senior Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding movements of certain vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, July 10, 1861.

SIR: I have the honor to inform the Department that the *Shanley* has just proceeded to sea. The *Daylight* also sailed to day.

I hope to get the *Albatross* to sea this afternoon. Yesterday, through carelessness, she came in contact with a vessel at anchor in the harbor and carried away her mizenmast, which I hope to have replaced in time for her to sail this afternoon.

I have the honor to acknowledge receipt of your letter of July 8, containing, enclosed from the honorable Secretary of State, an extract from communication of vice-consul at Liverpool; also your letter of same date concerning steamer *Yankee*. Also a letter from the Department to Captain John Marston, containing the very extraordinary letter of Paymaster Oramer Burt to Hiram Barney, collector at New York. I shall forward these letters to Captain William L. Hudson, at Boston, to await the arrival of the *Cumberland* at that point.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash—regarding the services of the chartered steamer Union off Charleston, S. C.*

U. S. STEAM FRIGATE WABASH,  
Off Charleston, July 10, 1861.

SIR: The *Union* is still here, and has been very serviceable to me. Indeed, I do not know how I should get along without her or some other vessel of her speed and class. One vessel at least, a *Spaniard*, would have gotten into this place in spite of Lee and myself, if the *Union* had not been with us. In your communication to me by the *Union*, you say nothing to me about her return to Hampton Roads before the expiration of her charter, whereas Goldsborough tells me you informed him that she would not be rechartered. Notwithstanding this, however, I shall detain her here as long as I can supply her with coal without getting too low myself, or until some other small steamer shall come here to relieve her. Under the guns of this ship she does not consume more than a ton a day, and does not use more than Sartori did in the *Flag* when steaming. On the arrival of the *Union* here she had on board about 60 tons. I have supplied her with 15 tons of coal since, and she now has about 60 tons on board.

I have Master's Mate Oushing on board here, who is ordered to the *Minnesota*, whom I would send to you by the *Perry*, but I know these small vessels have no room to spare, and I shall hold on to him for a better opportunity. This ship can remain here two weeks longer, when her coal will be getting rather low.

I hope the Government will send us a couple of small steamers to this point.

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

SAML. MERCER, Captain.

Flag-Officer SILAS H. STRINGHAM,  
Commanding U. S. Blockading Squadron, Atlantic Coast.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from St. John, New Brunswick, regarding the ship Alliance suspected of carrying arms for the Confederate Government.*

NAVY DEPARTMENT, July 10, 1861.

SIR: Herewith enclosed is a copy of a letter from J. C. Peterson, esq., dated St. John, New Brunswick, July 3, in relation to a vessel in

that port called the *Alliance*, which is suspected of being a pirate, or having arms on board for the rebel States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

ST. JOHN, NEW BRUNSWICK, *July 3, 1861*

MY DEAR SIR: There is in this port a vessel of some 700 tons, the *Alliance*, which is, I have every reason to suspect, a Southern pirate.

The stern has the arms of South Carolina blacked over; her hull is rather old, but her spars, running and standing rigging, new and taut. Her master is a red-hot secessionist and on Sunday week last hoisted the Palmetto flag, which created no little excitement among the American ships, they all hauling down their national flags.

She cleared from Liverpool for Charleston, loaded (so said) with railroad iron. She was overhauled while endeavoring to run the blockade and ordered off.

She then went into New York, where suspicion was excited as to the contents of her hold, and she at once left for this port and arrived here some two weeks since.

She has a British register and is reported to be owned in Liverpool, New York, and Charleston.

Her agents here are very much opposed to the North.

I have endeavored to board her, but was not permitted to do so; no one has permission to see her hold, and there are other circumstances [which] warrant me in my conclusions.

I thought it proper to write to you on the subject, as being the only person in Washington with whom I have any acquaintance. If you think it worth the while, you may hand this note to the proper officers. Any further information as to her movements which I can transmit, either by letter or telegraph, I will be happy to give, if desired, as I love my country, and would like to know that this vessel, which I believe is loaded with cannon and munitions of war, was captured.

Very respectfully, your obedient servant,

J. O. PETERSON.

Hon. H. HAMLIN,

*Washington.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from the U. S. consul at Liverpool, regarding shipment of arms from that port.*

NAVY DEPARTMENT, *July 10, 1861.*

SIR: Transmitted herewith for your information are extracts from a dispatch received by the Secretary of State from the U. S. vice-consul at Liverpool relative to the shipment of arms from England, which it is suspected are intended for the insurrectionary States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.—Extract.]

U. S. CONSULATE,  
Liverpool, June 21, 1861.

SIR: \* \* \* Shipments of arms by the screw steamers for New York continue, but I do not hear of any to other ports of the United States or ports adjacent, except Vera Cruz, in Mexico; Ceara, in Brazil, and Halifax, Nova Scotia.

The English ship *John Parkinson* sailed a few days since for Vera Cruz with several packages containing arms, but entered as hardware; and another vessel, loading for the same place, is taking several similar packages. The English bark *Ariel*, which cleared 17th June for Ceara, had on board the following contraband articles: Ten cases, 12 quarter boxes, and 300 quarter barrels gunpowder; 26 hundredweight shot lead; 76 cases lead shot; 3 casks, 12 barrels saltpeter; 3 casks, 1 barrel sulphur, besides 167 packages entered as hardware and 63 hundredweight castings. She has a black hull and white ports.

The *Thomas Killam*, for Halifax yesterday, had 13 cases of firearms.

\* \* \* \* \*

There are here several vessels belonging to New Orleans. I have been told that the captains are instructed by their owners to return to New Orleans. One, the *Picayune*, was entered yesterday to load for there. I shall refuse to certify her clearance, but, as the law stands, I do not think I can refuse to return her register. As there will likely be time for you to reply before she clears, I shall be glad if you will have me advised on the subject.

\* \* \* \* \*

With high respect, I am, your obedient servant,

H. WILDING.

[Hon. W. H. SEWARD, *Secretary of State.*]

*Order from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Seminole.*

NAVY DEPARTMENT, July 10, 1861.

SIR: The steam sloop *Seminole*, Commander Edward R. Thomson, now at Philadelphia, is to be attached to the Atlantic Blockading Squadron. She will be ready for sea on Monday next.

Such instructions as you propose giving her you will please send to the Department, which will forward them to Commander Thomson. This will obviate the necessity of the vessel touching at Hampton Roads for orders, unless you desire her services there.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, expressing approval of his purpose to hold no further communication with the enemy.*

NAVY DEPARTMENT, July 11, 1861.

SIR: I have received your No. 57\* of the 8th instant, relating principally to the firing on the flag of truce sent up to Norfolk for Miss Sagar.

\* See p. 774.

The Department approves of your purpose to hold no further communication with the enemy unless a satisfactory explanation of the circumstance is afforded.

The Department approves of your ordering Lieutenant Spotts to the *Sabine* [*Santee*] in place of Lieutenant Harrell. It would enquire, however, whether Lieutenant Mitchell also went out in that vessel. If so, she had more than the complement assigned to her. The Department declined to increase, on an application made by Captain Eagle.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding capture of the brig Amy Warwick.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 11, 1861.*

SIR: I have the honor to acknowledge receipt of your letter of July 8, containing extracts from dispatch of the American consul at London; also of July 10, containing extracts from dispatch of the American consul at Liverpool.

I have the honor also to inform the Department of the capture at this point yesterday of the brig *Amy Warwick*, from Rio de Janeiro, loaded with coffee, and owned in Richmond, Va.

I have, according to instructions from the Department, ordered her to Boston. She will sail to-day in charge of Acting Master J. B. Gordon.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES.

*Report of Captain Purviance, U. S. Navy, commanding U. S. ship St Lawrence, of the arrival of that vessel in Hampton Roads.*

U. S. SHIP ST. LAWRENCE, *July [11], 1861.*

SIR: I have the honor to report the arrival of the U. S. ship *St Lawrence*, under my command, three days from Philadelphia.

Very respectfully, your obedient servant,

H. Y. PURVIANCE,

*Captain.*

Flag-Officer S. [H.] STRINGHAM,

*Commanding U. S. Blockading Squadron.*

*Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, of the cruise of that vessel from July 8 to 11, 1861.*

U. S. S. PENGUIN,  
*Hampton Roads, July 11, 1861.*

SIR: In pursuance of your verbal orders of the 8th instant, I got underway at 11 o'clock, a. m. of same date, communicated with Commander Chandler in the mouth of York River, delivered his letter and

your instructions. The *Dawn's* position was so close as to effectually close the mouth of the river and the approach by Mobjack Bay, proceeded on to the Rappahannock and arrived there at 10 p. m., delivered the pilot, letter, and your message to the commander of the *Mount Vernon*. He had nothing to communicate of any importance; had seen no vessels nor learned any news. I anchored for the night, and in the morning at 3 a. m. got underway; could then distinctly hear the drums of the enemy on shore; from our pilot's representations the Patuxent is a rendezvous for law breakers. I was induced to visit it. I ran into the mouth of the river at 4 p. m. of the 9th instant (having boarded and spoken all vessels on my way). At 5 p. m. a steamer hove in sight and boarded some vessels outside. Her movement being unusual, I ran for her, brought her to, and sent a boat with Lieutenant Budd to make enquiries. I found her to be the steamer *Ohester*, of and from Baltimore, with a detachment of 40 Massachusetts and 40 Pennsylvania armed troops, with a brass artillery piece on board, all under charge of a provost-marshal, of Baltimore, who had been dispatched here by General Banks to search for the schooner *Georgiana* that was reported to have left Baltimore with 40 armed secessionists or pirates, who were to go to the Patuxent, and there await the arrival of the *Mary Washington*, which was to bring them two heavy guns. And further, that General Banks had prohibited the sailing of all vessels from Baltimore on that day, until meridian, the *Mary Washington* included.

The *Georgiana* was described as a large, high-decked schooner, green bottom, red stripe; there is also a small vessel of that name in the Chesapeake.

Discovering a schooner in the offing, I chased her 20 miles and found her to be a Staten Island vessel, bound to New York. On my return to the river the *Ohester* had gone to Baltimore.

I was engaged until after dark overhauling vessels in the Chesapeake. I then anchored in the mouth of the Patuxent. Before anchoring I brought to the steamer *George Weems*, from Baltimore, bound up the Patuxent with passengers. I boarded him and questioned him closely, as he is owned by the same owner as the *Mary Washington*. His report agreed with that of the *Ohester*, adding that General Banks had allowed him to leave at 10 a. m. in accommodation to his passengers.

At early dawn I weighed and stood a short distance up the river, examining vessels, and sent a boat ashore for news. Obtained nothing satisfactory, except that a pirate was thought to be about somewhere.

At 6 a. m. discovered two steamers standing in; weighed and stood for them; they proved to be the U. S. steamers *Freeborn*, Lieutenant Commanding Lowry, and the *Resolute*. The former came on board and gave me the following intelligence: He had been dispatched by Commander Rowan, of the *Pawnee*, to look after a suspected piratical party in a small vessel which intended to capture the *George Weems*. This suspicion was founded on the following: Lieutenant Commanding Lowry had visited Point Lookout, and was informed by the woman who keeps the light at that place that on Sunday last a small vessel, called a punga, landed there the crew of the vessel lately captured by the *St. Nicholas*, and that one of the party she recognized as Thomas by a scar on his face. This so-called Captain Thomas has since been taken in Baltimore and is now a prisoner in Fort McHenry. She also stated that from the conversation she overheard she inferred that they had some plan to intercept and capture the steamer *George Weems*. Upon this information Captain Rowan had dispatched the *Freeborn* and

*Resolute*. I informed Lieutenant Commanding Lowry that the said steamer was then up the Patuxent, and would probably be down that day, upon which he concluded to remain in the river to watch her.

On the 10th I ran over to visit Tangier, as the only place not yet visited, to search for the schooner, but met with no success. I examined everything I met.

It is said that the schooner *Georgiana*, first mentioned, belongs in York River, and the steamer in Baltimore, where, if watched, ought to [be] held in control.

I enclose herewith a sketch\* of an infernal machine picked up by the *Freeborn* near the *Pawnee*.

On the 11th, at 11 a. m., fell in with American bark *Young Greek*, of Boston, bound to Baltimore from Chile, cargo of copper ore; was aground on the Wolf Trap; asked assistance; took a hawser from him; made an effort to drag him off in vain; at turn of tide left him, taking off the captain.

Very respectfully, sir, your obedient servant,

J. W. LIVINGSTON,  
Commanding U. S. S. *Penguin*.

Flag-Officer SILAS H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting an expression of opinion regarding the blocking of harbor channels with stone.*

NAVY DEPARTMENT, July 11, 1861.

SIR: It is proposed by this Department to sink vessels in all, or nearly all, the channels opening into the harbors within the jurisdiction of your command, commencing at the first inlet south of the Chesapeake, unless that one shall be left open for light-draft vessels to get into Albemarle Sound and cut off that very important line of communication. A board of distinguished persons are now investigating this subject, and their report will be forwarded to you. Should the work go forward, the Department will buy vessels loaded with stone, to be delivered to you at Hampton Roads, with such steamers to assist as may be necessary. Your views with regard to this subject, particularly the latter part, are invited before the contracts are completed.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Seminole.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, July 12, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant, in relation to the *Seminole*.

\* See Vol. 4, p. 568.



As Fernandina is an important point, I contemplate sending the *Seminole* there; but I would suggest that Commander Thomson be directed to report to me at this place, as I have dispatches and letters for the vessels off the several ports on the coast, which I would like to send by him.

Very respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,\*

*Secretary of the Navy, Washington, D. O.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting telegrams regarding depredations of Confederate privateer Jefferson Davis.*

Confidential.]

NAVY DEPARTMENT, July 12, 1861.

SIR: The two following telegrams have just been received at this Department, and such is the importance attached to them that an officer will be dispatched this evening to carry them to you. Action in regard to the matter will be left to your discretion. The Department will dispatch vessels from New York in search of her reported position.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

[Enclosure 1.]

NEWPORT, July 12, 1861.

Arrived a brig from Bangor with part of crew of brig *John Welsh*, from Trinidad, sugar, for Falmouth [England]. Was taken by privateer *Jefferson Davis* off Hatteras on Saturday last. Captain Fifield, of brig *John Welsh*, was put on board ship *John Goodwin*, of and from New York for Montevideo, which vessel had been ransacked and was allowed to proceed on account of her heavy draft of water. Same privateer took the schooner *J. C. Warner* [*S. J. Waring?*], of New York, and a brig. The privateer was 100 miles southeast of Nantucket Shoals.

T. & J. COGGESHALL,  
*Agents Board Underwriters.*

[Enclosure 2.]

NEWPORT, July 12.

Postell, formerly of U. S. Navy, is in command of the *Jefferson Davis*, and his orders to the prize master were to take the three vessels into some port of Florida, or near Savannah.

T. & J. COGGESHALL,  
*Agents Board Underwriters.*

*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of affairs in the Rappahannock River.*

U. S. S. MOUNT VERNON,  
*Rappahannock, July 13, 1861.*

SIR: I have to report all quiet at this place; no vessels have attempted to pass in or out since our arrival off the entrance of the river.

Yesterday I ran up the river 20 miles, opposite the town of Urbana, to see if there were any vessels lurking around any of the bends in the river, and also to see if they were erecting any batteries on the banks of the river. To all appearances everything seems to be deserted; nothing was to be seen on the river, save now and then a fishing canoe, with one colored man in [it], who immediately on our approach retreated into shoal water. There are no batteries or men on either bank of the river as far up as Urbana.

The wheat crop is cut and stacked in the fields, and, judging from the number of stacks, I should pronounce the crop to have been very large. The corn crop looks well, and we saw a large number of cattle grazing on the banks of the river. Everything looked so peaceful that it was difficult to imagine that we are at war with the people of Virginia. The health of the officers and crew is good.

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

O. S. GLISSON,  
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, etc.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of Department's communications.*

U. S. S. MINNESOTA,  
Hampton Roads, July 13, 1861.

SIR: I have the honor to inform the Department of the receipt of your letter of July 9, referring to transfer of accounts of *Yankee* to *Freeborn*. One of same date that *Susquehannah* may remain two weeks to assist in blockading, and relative to Lieutenant Crosby; also your letter of July 10, with copy of letter from St. John, New Brunswick, and of July 11, relative to Lieutenant Spotts who was ordered to perform duty on board the *Santee* only, until otherwise ordered, as I did not know but that the Department had other duties for him on arriving in the Gulf.

Lieutenant Mitchell was ordered to the *Santee*, and sailed in her. Carpenter Rainbow also sailed in her as passenger.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting enclosures regarding chartered steamer Monticello.*

U. S. S. MINNESOTA,  
Hampton Roads, July 13, 1861.

SIR: I have the honor herewith to enclose reports of Commander J. P. Gillis, also of Lieutenant D. L. Braine, with reference to the steamer *Monticello*, now under charter, but shortly to expire.

I respectfully suggest that this vessel be exchanged for a more efficient one, and that the officers and crew be transferred to the latter, instead of waiting the long time necessary to repair the *Monticello*, she evidently requiring very extensive repairing in hull and machinery.

It is absolutely necessary to have a vessel all the time in the mouth of the James River.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

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

[Enclosure.]

U. S. S. MONTICELLO,  
*Above Newport News, July 11, 1861.*

SIR: We moved up with this vessel yesterday afternoon to take a look at Day's Point, in the hope of being able to shell the rebel encampment there. Approaching the shore as near as our draft of water would permit, we found our shell fell short, and returned to our anchorage.

I submit for your consideration and action the accompanying report of Lieutenant Braine in relation to the condition of this vessel and her battery. He has been attached to her during the time of her charter by the Government. The information relative to her engine is furnished by the engineer.

Very respectfully, your obedient servant,

JOHN P. GILLIS,  
*Commander, U. S. Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Subenclosure.]

U. S. S. MONTICELLO,  
*Above Newport News, July 10, 1861.*

SIR: As the charter of this vessel, I understand, expires in a few days, I [feel it] my duty to call your attention to the fact that this vessel is not coppered, and I learn that she has not been docked for over twenty-one months. She has now been nearly three months in the waters of Hampton Roads, and I think will [suffer] serious injury should she not be coppered or receive a coat of metallic paint immediately. Owing to the active part this vessel has taken in cruising, the almost constant use of her guns has injured the pivot carriage to that extent that should it be required for rapid firing I think it would soon be useless. The 10-inch gun is of the old pattern, defective in range, and the 32-pounders of 43 hundredweight mounted aft are upon old carriages that should be replaced by new, or thoroughly repaired. The deck which was laid aft is in a very leaky condition, and already a quantity of provisions have been condemned owing to that fact.

As to the seagoing qualities of this vessel with her present battery, she is not safe, being in an ordinary sea very wet, and her battery could not be served with accuracy, owing to her rolling badly. In smooth water she will answer as a cruiser.

I would suggest that the pivot gun be replaced by a rifled cannon 40-pounder or less, which will materially increase her efficiency and reduce the weight forward; that her deck aft be immediately calked,

that she be coppered or receive a coat of metallic paint. She has been several times ashore and in backing so much has heated journals. Working sand through her injections, has out the lining of the air pump. The boiler leaks and the soft patches want renewing. She requires new metal in crank-pin brasses, a set of new valves, and a bucket to the air pump. The vessel leaks 60 inches in twenty-four hours and on that account needs docking. The sleeves of her blow pipe leak badly.

Respectfully, your obedient servant,

D. L. BRAINE,  
Lieutenant, U. S. Navy.

Commander JNO. P. GILLIS,  
Commanding U. S. S. Monticello.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of assistance rendered to the American bark Young Greek, ashore on Wolf Trap Shoal.*

U. S. S. MINNESOTA,  
Hampton Roads, July 13, 1861.

SIR: I have the honor to inform the Department that on Thursday, July 11, news reached me that a vessel was ashore on the Wolf Trap, a very dangerous place in Chesapeake Bay south of the Rappahannock River, and close to the Virginia shore.

I immediately ordered Acting Master Josiah Snow, our coast pilot, to take one of our boats and 14 men and proceed to the Massachusetts steamer *Cambridge*, Captain S. H. Mathews, and ask him if he was willing to go up the bay, as I had no vessel at my command to dispatch to see if anything could be done. He promptly consented to go.

This morning they have returned and report that they found the American bark *Young Greek*, from near Caldera, Chile, South America, loaded with copper ore, a very valuable cargo. She was proceeding to her port of destination (Baltimore), in charge of a pilot, when, owing to the absence of lights, and especially the light-boat heretofore stationed on the Wolf Trap and removed by the traitors, this vessel ran aground.

After incessant labor night and day in removing cargo (and principally by the power of the *Cambridge* in towing) from Thursday afternoon until Saturday morning about 2 a. m., the *Young Greek* was successfully extricated from her dangerous position, and this morning at early dawn she sailed for Baltimore.

On the 11th instant, at 11 a. m., the U. S. S. *Penguin*, J. W. Livingston, returning from a cruise up the bay, saw the bark above mentioned and endeavored to get her off. After trying and not succeeding, he brought the captain down to this place, and returned again with the captain on the 12th and again came down this morning. I have ordered the *Penguin* to cruise off the capes of the Chesapeake to supply the temporary absence for a day or so at this point of the *Quaker City*, which has slight repairs to make in her machinery. The frigate *Savannah* is in sight, coming in.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Report of Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, regarding the need of efficient officers for that vessel.*

U. S. SHIP ST. LAWRENCE,  
Hampton Roads, Virginia, July 13, 1861.

SIR: Yours of the 10th instant, in answer to mine of 8th instant, is duly to hand.

In reporting the inefficiency of the ship *St. Lawrence* at this stage of the cruise, I did not intend my letter to convey a complaint against the Department, for I am perfectly aware that the deficiency in lieutenants is, as you say, owing to the exigencies of the service. I am also aware of the trouble experienced as to acting masters, who "are selected with great care from the merchant service," but I most respectfully beg to differ; the Department has been most shamefully imposed upon by applicants from the merchant service.

The Department remarks, "whether the ship will prove efficient or not will depend very much on her commanding officer."

The Department is very right, but experience has long since proven to me that without efficient under-officers it is simply impossible to render the ship efficient. The Department may have a very efficient head, but without competent assistants, I ask, what would it be?

Very respectfully, your obedient servant,

H. Y. PURVIANCE, *Captain.*

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

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding certain vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, July 14, 1861.

SIR: I have the honor to acknowledge receipt of the letter from the Department dated July 12 and marked confidential, delivered to me by special messenger.

The frigate *St. Lawrence*, Captain Purviance, will sail to-day and your communication will be sent in her; she will communicate with Flag-Officer Pendergrast, now off Hatteras, and also with Captain Mereer, off Charleston, to whom a copy has been sent with instructions to communicate to the vessels composing the blockading squadron.

The *Albatross* and *Daylight* are off Hatteras, as I have already informed the Department. As soon as the *Savannah* reports (I expect her every hour), I shall send her off the coast of North Carolina.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the cruise of the flagship Roanoke from Hampton Roads to Charleston, S. C., and exchange of shots with Confederate battery at Hatteras Inlet, N. C., July 10, 1861.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., July 14, 1861.

SIR: I have the honor to make the following report of the passage of the *Roanoke* from Hampton Roads to this place, with such incidents as I have deemed important:

*Monday, July 8.*—At 8:30 p. m. fired a shell ahead of a bark and hove her to; Lieutenant Scott boarded her; she proved to be the American bark *Young Greek*, from Chile, bound to Baltimore.

*Tuesday, July 9.*—At 8:45 a. m. made Bodie's light-house on starboard bow; discovered an encampment a few miles north of Bodie's Island light.

In the afternoon, Wednesday, July 10, made Hatteras Inlet and ran in toward it; discovered a battery and a number of wooden houses on the beach, and several small vessels (among which were two light-boats) at anchor inside. Upon nearing the beach, and when about 2½ miles from the battery, it opened fire upon us, all of their shots falling short. The colors were hoisted and we immediately returned the fire with three rounds of shell from forward pivot gun, and two from after pivot gun, and five rounds from rifle howitzers; apparently two shots from rifled cannon took effect.

*Friday, July 12.*—At 9:45 came to anchor in the mouth of Cape Fear River in 7 fathoms of water. Found the rebel flag flying on Fort Caswell and in the town of Smithville; also a red flag flying on Bald Head light-house. Discovered a rebel battery to the southward of the fort and a number of men drilling on the beach; could count fourteen guns (barbette) on Fort Caswell and several fieldpieces.

*Saturday, July 13.*—Got underway in the morning. When abreast of Lockwood's [Folly] Inlet, and 10 miles from Smithville, fell in with a schooner. She proved to be the schooner *Mary*, of Washington, N. C.; sand ballast, no cargo; destination unknown; she had evidently been abandoned by her crew upon sighting the *Roanoke*.

We secured such papers as could be found, took from her the foresail, jib and flying jib, blocks, 2 compasses, spyglass, lead line, cooking utensils, and a few other articles; scuttled her and set fire to her.

*Sunday, July 14.*—At 10:30 came to anchor under sail off Charleston Bar, and found the *Wabash*, *Vandalia*, and *Union* here.

Very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Flag-Officer SILAS H. STRINGHAM,

*Comdg. U. S. Blockading Squadron, Hampton Roads, Virginia.*

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*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding chartered steamer Union.*

U. S. FLAGSHIP ROANOKE,  
*Off Charleston, S. C., July 14, 1861.*

SIR: Commander Goldsborough, of the U. S. S. *Union*, having informed me that he was short of coal and that the charter party of his vessel would shortly expire, I have deemed it advisable to order him to Hampton Roads, as she will be nearer the place you intend to assign her.

The *Union* is not very well adapted for this distant station on account of her not carrying sufficient coal.

On her way to Hampton Roads I have directed Commander Goldsborough to show his vessel at the different points between here and there.

Very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Flag-Officer SILAS H. STRINGHAM,

*Commanding U. S. Blockading Squadron.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, urging the necessity of small steamers on the coast of North Carolina.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., July 15, 1861.

SIR: I have the honor to inform you that it is very necessary that two or three more small steamers should be stationed along the coast of North Carolina. It being necessary to send the *Union* to Hampton Roads it leaves but one small vessel here.

I have not as yet learned of the arrival of the *Daylight* and *Albatross* on the coast.

I may visit Savannah, Ga., before returning North.

I regret to inform you that thus far the engines of the ship have not worked satisfactorily, and I feel some anxiety about it.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Flag-Officer SILAS H. STRINGHAM,  
Commanding U. S. Blockading Squadron, Hampton Roads.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Susquehanna.*

NAVY DEPARTMENT, July 15, 1861.

SIR: You will please send the steam sloop *Susquehanna* to the Philadelphia navy yard, with as little delay as practicable. On her arrival she will be placed at the service of Messrs. Merrick & Sons, for renewing the broken shaft and doing whatever other incidental repairs may be required by the machinery.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of depredations committed by the Confederate privateer Jefferson Davis.*

NAVY DEPARTMENT, July 15, 1861.

SIR: I herewith enclose for your information a copy of a report received by the Department from Lieutenant O. R. P. Rodgers, Naval Academy, Newport [R. I.], in reference to a privateer, the *Jefferson Davis*, which it appears has made several captures on our coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

U. S. NAVAL ACADEMY,  
Newport, July 12, 1861.

SIR: I have the honor to report for the information of the Navy Department that the brig *Mary E. Thompson*, of Searsport, arrived at

this place to-day and reports having been captured by a privateer in latitude  $39^{\circ} 16' N.$ , and longitude  $67^{\circ} 40' W.$  A boat and other articles were taken from her, and she was then released. The *M. E. Thompson* was from Bangor, bound to Antigua, but hastened to this port to land four seamen transferred to her from the privateer. One of these seamen, Richard White, formerly a quartermaster on board the U. S. S. *Minnesota*, has just stated to me that while second mate of the brig *John Welsh*, of Philadelphia, bound to Falmouth, England, from Trinidad, his vessel was captured on the 6th instant by the privateer brig *Jefferson Davis* (of Charleston, S. C.), formerly the slave brig *Echo*. She was about ten days out of port, and up to that time had made no captures. She was then about the latitude of Hatteras, but outside the Gulf Stream. The next day the schooner *J. C. Warner* [*S. J. Waring?*], Captain Smith, bound to Montevideo, was captured, and on the 8th the schooner *Enchantress*, of Newburyport, from Boston for Santiago, shared the same fate. On the 9th the ship *Mary Goodell*, of New York, for Buenos Ayres, was seized, water and provisions were taken from her, and five of her crew voluntarily joined the privateer. She was then released and proceeded on her voyage. Upon the same day the brig *Mary H. Thompson*, of Searsport, Captain Havener, from Bangor for Antigua, was seized. Four prisoners, among them my informant White, were placed on board, and she also was released. I am further informed that the privateer was armed with four light carronades and one old long 32-pounder on a pivot amidships; that she carried about sixty-five men, of whom very few were sailors; that the captain appeared to be a Dutchman, and that the chief officer was named Postell, and said that he had formerly been in the Navy. My informant, White, listened carefully to the conversation around him, and is of opinion that the privateer's officers intended to sail to the southward and, after cruising near the Bahamas, to go into port somewhere on the coast of Florida. Prize crews were put on board the brig *John Welsh* and the schooners *J. C. Warner* [*S. J. Waring?*] and *Enchantress*, and they stood to the southward. The port of Beaufort was mentioned in this connection.

The *Jefferson Davis* was a full-rigged brig, with black mastheads and yards and a black hull. She was very rusty, and her pivot gun was visible above the rail.

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

C. R. P. RODGERS,  
Commandant of *Midshipmen*.

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

JULY 13, 1861.

The *Jefferson Davis*, privateer, was formerly the slave *Echo*. She left Charleston about fifteen days since and passed out in the night, besides which there are now three privateers, schooner rigged, fitting out at Charleston, also the steamer *Gardes*, and they were all ready or nearly ready for sea. We further learn that within a few days a schooner laden with rice has passed the bar, bound to New Orleans; another schooner was loading for Havana with a cargo of rice. This business should be stopped, and we would suggest that a fast steamer, under the direction of an experienced captain, one well acquainted with the channels, should be dispatched at once and lie in wait near the bar as possible every night, by which means these privateers and schooners can all be captured on their return.

This information is direct from a person who was in Charleston Tuesday, the 9th instant.



*Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah, of the arrival of that vessel in Hampton Roads.*

U. S. SHIP SAVANNAH,  
Hampton Roads, July 15, 1861.

SIR: I have the honor to report the arrival of this ship at Hampton Roads, four days from New York, in obedience to an order of the Navy Department, a copy of which is herewith enclosed, together with a list of the officers attached to her.

I have on board, as passengers, Captain Josiah Watson and 17 marines for the *Niagara*; Mr. Patterson, acting master, and 8 men belonging to the *Minnesota*, and 4 men belonging to the *Freeborn*; also a deserter from the *Vandalia*. I have also on board a small quantity of stores for the vessels of the squadron.

I beg to state that this ship is short of her complement 28 ordinary seamen, 1 gunner's mate, and 1 armorer.

I am, very respectfully, your obedient servant,

J. B. HULL, *Captain.*

Flag-Officer SILAS H. STRINGHAM,  
*Commander in Chief of the Atlantic Blockading Squadron,*  
Hampton Roads.

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Union, to proceed with that vessel to Hampton Roads.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., July 15, 1861.

SIR: You will please proceed with the *Union* this afternoon to Hampton Roads. On your arrival there you will report yourself to Flag-Officer Stringham or senior naval officer present. On your passage to Hampton Roads I wish you to look off Georgetown, S. C., Wilmington, N. C., Ocracoke Inlet, Hatteras Inlet, and Hatteras Cove.

Should you fall in with any of the blockading vessels, you will deliver one of the enclosed notices of a blockade to each of them and direct them to serve it when they may deem it advisable and necessary. You will probably find the *Daylight* off Wilmington, and the *Albatross* at Hatteras Shoal or Inlet.

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*  
Commander J. R. GOLDSBOROUGH,  
*Gunboat Union.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Lee, U. S. Navy, commanding U. S. ship Vandalia, to blockade Cape Roman Shoals.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., July 15, 1861.

SIR: You will please proceed with the *Vandalia* off Bull's Bay, under Cape Roman Shoals, and station your vessel there as a blockader. I enclose extracts of certain letters for your information.

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*  
Commander H. P. LEE,  
*Commanding U. S. Ship Vandalia.*

## CONFEDERATE REPORTS AND CORRESPONDENCE.

*Proclamation by the President of the Confederate States of America, regarding letters of marque, April 17, 1861.*

Whereas Abraham Lincoln, the President of the United States, has by proclamation announced the intention of invading this Confederacy with an armed force for the purpose of capturing its fortresses and thereby subverting its independence and subjecting the free people thereof to the dominion of a foreign power; and

Whereas it has thus become the duty of this Government to repel the threatened invasion and to defend the rights and liberties of the people by all the means which the laws of nations and the usages of civilized warfare place at its disposal:

Now, therefore, I, Jefferson Davis, President of the Confederate States of America, do issue this my proclamation inviting all those who may desire, by service in private armed vessels on the high seas, to aid this Government in resisting so wanton and wicked an aggression, to make application for commissions or letters of marque and reprisal to be issued under the seal of the Confederate States.

And I do further notify all persons applying for letters of marque to make a statement in writing giving the name and a suitable description of the character, tonnage, and force of the vessel, and the name and place of residence of each owner concerned therein and the intended number of the crew, and to sign said statement and deliver the same to the Secretary of State, or to the collector of any port of entry of these Confederate States, to be by him transmitted to the Secretary of State.

And I do further notify all applicants aforesaid that before any commission or letter of marque is issued to any vessel the owner or owners thereof and the commander for the time being will be required to give bond to the Confederate States with at least two responsible sureties not interested in such vessel in the penal sum of \$5,000; or if such vessel be provided with more than 150 men, then in the penal sum of \$10,000, with condition that the owners, officers, and crew who shall be employed on board such commissioned vessel shall observe the laws of these Confederate States and the instructions given to them for the regulation of their conduct; that they shall satisfy all damages done contrary to the tenor thereof by such vessel during her commission, and deliver up the same when revoked by the President of the Confederate States.

And I do further specially enjoin on all persons holding offices, civil and military, under the authority of the Confederate States that they be vigilant and zealous in discharging the duties incident thereto.

And I do moreover solemnly exhort the good people of these Confederate States, as they love their country, as they prize the blessings of free government, as they feel the wrongs of the past and those now threatened in aggravated form, by those whose enmity is the more implacable because unprovoked, that they exert themselves in preserving order, in promoting concord, in maintaining the authority and efficacy of the laws, and in supporting and invigorating all the measures which may be adopted for the common defense, and by which, under the blessing of Divine Providence, we may hope for a speedy, just, and honorable peace.

In testimony whereof I have hereunto set my hand and caused the seal of the Confederate States to be affixed this 17th day of April, A. D. 1861.

[SEAL.\*]

JEFFERSON DAVIS.

By the President:

R. TOOMBS,  
*Secretary of State.*

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*Order from the governor of Virginia to Commander Tucker, Virginia navy, to assume command in James River.*

RICHMOND, VA., April 22, 1861.

SIR: You will conduct the naval defenses of James River, cooperating with the general officer in command of the land forces in that district. Very respectfully, your obedient servant,

JOHN LETCHER.

JOHN R. TUCKER,  
*Virginia Navy, Norfolk, Va.*

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*Order of the governor of Virginia to Commander Tucker, Virginia navy, commanding in James River, regarding vessels seized for the defense of the State.*

EXECUTIVE DEPARTMENT,  
*Richmond, April 23, 1861.*

SIR: You are ordered to inspect all vessels which have been seized by authority of the governor in James River or any of its tributaries; to cause a valuation and assessment of damages to be made of such vessels and their cargoes as may be absolutely necessary to be detained for the defense of the State; to take immediate measures for the preservation of such vessels and cargoes as may not be discharged, and to discharge all such as are not essential to be retained and to give certificates to the officers and crew for their pay from the time of detention until discharged, such certificates to be sent to the Executive Department, upon which warrants will be issued to the auditor for payment.

By order of the governor:

GEORGE W. MUNFORD.

Captain JOHN R. TUCKER,  
*Navy of Virginia.*

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*Order of the Chief of the Office of Naval Detail and Equipment to Commander Tucker, Virginia navy, commanding in James River.*

OFFICE OF NAVAL DETAIL AND EQUIPMENT,  
*Richmond, Va., May 3, 1861.*

SIR: You will detain the steamer *Jamestown*.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON,  
*Captain, in Charge.*

Commander JNO. R. TUCKER,  
*Virginia Navy, Richmond, Va.*

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\* For seal, see p. 693.

*Order of the commandant navy yard, Norfolk, Va., to Commander Page, Virginia navy, regarding guns and equipment for Craney Island, Virginia.*

NAVY YARD, GOSPORT [NORFOLK], May 14, 1861.

SIR: You will deliver as soon as possible to Lieutenant Fitzgerald, for Craney Island, seven IX-inch Dahlgren guns, carriages and equipments complete, and two 32-pounders, 57 cwt., carriages complete, etc. Respectfully, etc.,

F. FORREST,  
Commandant.

Capt. R. L. PAGE,  
Inspector Ordnance, Navy Yard, Gosport.

*Order of the commandant navy yard, Norfolk, Va., to Commander Page, Virginia navy, regarding guns and equipment for the U. S. S. Yorktown.*

NAVY YARD, GOSPORT [NORFOLK], May 15, 1861.

SIR: Please have the carriages for six 8-inch guns of 63 cwt. made first, and cause them, with the six guns and equipments complete, to be forwarded to Richmond as early as practicable, for the Yorktown.

You will also have two IX-inch guns and carriages and two 32-pounders of 27 cwt. and carriages, with equipments complete, to be sent after the order for the 8-inch carriage has been complied with.

The pivot carriages for the one XI-inch and one X-inch guns may be commenced, and you are desired to have them completed as early as possible. I have an order for 8-inch shells fitted and fused for the six guns to be mounted on the Yorktown (thirty each). Can you supply them?

Respectfully,

F. FORREST,  
Commandant.

Commander R. L. PAGE,  
Inspector Ordnance, Navy Yard, Gosport.

*Order of the commandant navy yard, Norfolk, Va., to Commander Hunter, Virginia navy, appointing him to command the defenses of that yard.*

NAVY YARD, GOSPORT [NORFOLK], May 16, 1861.

SIR: You will take command of the defenses now in progress of completion in this navy yard.

Detail the requisite number of men for the great guns, and carry them through the exercise at least once a day. You will have prepared forty rounds of grape and canister shot for each gun, and cartridges in like number, ready for immediate service, carefully put in the magazine prepared for them at each battery, at which place you will have a good supply of musket and pistol cartridges for the small-arm men.

The musketeers should be exercised at the loopholes and other positions, and every care taken to prevent confusion in case of attack.

Lieutenant Maury will report to you for duty.

Respectfully, etc.,

F. FORREST,  
Commandant.

Commander THOS. T. HUNTER,  
Virginia Navy.

*Order of the commandant navy yard, Norfolk, Va., to Commander Page, Virginia navy, regarding preparation of guns and equipment.*

NAVY YARD, GOSPORT [NORFOLK], May 17, 1861.

SIR: Be pleased to prepare for battery under charge of Captains Shiels and Todd four 32-pounders, 42 cwt., fifty solid shot for each gun, with carriages, eye and ring bolts, and all their appurtenances complete.

Respectfully, etc.,

F. FORREST,  
Commandant.

Commander R. L. PAGE,  
Inspector Ordnance, Navy Yard, Gosport.

*Order of the commandant of navy yard, Norfolk, Va., to Commander Page, Virginia navy, regarding preparation of guns and equipment.*

NAVY YARD, GOSPORT [NORFOLK], May 17, 1861.

SIR: You will be pleased to have prepared and furnished, on the requisition of General Gwynn, and landed at Newton wharf in Norfolk the following articles, viz: Four 27 cwt. guns, 32s; 4 carriages for solid guns; 5 rounds of grape (20); 10 rounds of shot each (40); 5 rounds of canister, if on hand; 150 boarding pikes; rammers and sponges, side and train tackles.

Respectfully, etc.,

F. FORREST,  
Commandant.

Commander R. L. PAGE,  
Inspector Ordnance, Navy Yard, Gosport.

*Instructions of commandant navy yard, Norfolk, to Captain Hunter, Virginia navy, regarding transportation for persons desiring to go North.*

NAVY YARD, GOSPORT [NORFOLK], May 20, 1861.

SIR: A request having been made by the commanding naval officer near Fortress Monroe under a flag of truce on Saturday last for the safe conduct to that fleet of certain families supposed here and detained against their wishes, you will proceed this day at noon in the steamer *Empire*, under a flag of truce, to the flagship of the fleet of the late United States off that point, and deliver to the commanding naval officer such women and children or other persons as may have presented themselves for a passage to return to their Northern friends.

On your arrival, you will say to the commanding officer that a notice was placed in the city papers, informing all who wished to go North to report on Monday for a passage; and further inform him that the commanding general and myself will most cheerfully give every facility to any one to rejoin their friends who may elect to leave the State.

Respectfully, etc.,

F. FORREST.

Captain THOS. T. HUNTER,  
Virginia Navy.

*Order of the commandant of navy yard, Norfolk, Va., to Commander McBlair, Virginia navy, to prepare foundation for XI-inch gun to be mounted at Craney Island.*

NAVY YARD, GOSPORT [NORFOLK], *May 22, 1861.*

SIR: We are making a turntable for the purpose of mounting an XI-inch gun on Craney Island.

You will please select the spot where you wish to place it, and have dug a foundation 12 feet 6 inches by 12 feet 6 inches, and 28 feet deep, the bottom smoothed off by a spirit level, and report when ready.

Everything here will be ready in four days.

Very respectfully, your obedient servant,

T. T. HUNTER, *Adjutant,*  
For F. FORREST.

Captain WILLIAM McBLAIR,  
*Craney Island Battery.*

*Order of commandant navy yard, Norfolk, to Lieutenant Jones, U. S. Navy, to assume command of Pig Point battery.*

NAVY YARD, GOSPORT [NORFOLK], *May 24, 1861.*

SIR: You are hereby ordered to take command of the Pig Point battery, and report to me from time to time, as occasion may serve, all matters connected with your command.

F. FORREST, *Commandant.*

Lieutenant J. PEMBROKE JONES,  
*U. S. Navy.*

*Order of commandant navy yard, Norfolk, Va., to Midshipman Mayo, Virginia navy, to proceed to Barrett's Point, Nausemond River, Virginia.*

NAVY YARD, GOSPORT [NORFOLK], *May 28, 1861.*

SIR: You will proceed without delay to Barrett's Point, at the mouth of Nausemond River, and cooperate with Captain Phillip in all matters connected with his duties there, carefully drilling and exercising the men at the great guns, etc.

F. FORREST, *Commandant.*

Midshipman MAYO.

*Order of commandant navy yard, Norfolk, to Commander Pegram, Virginia navy, to assume command of Sewell's Point battery.*

NAVY YARD, GOSPORT [NORFOLK], *May 29, 1861.*

SIR: You will report to Brigadier-General Huger for duty for command of the battery of Sewell's Point. You will cooperate with the senior army officer in placing that fort in perfect order, exercising, drilling, and instructing the men at the great guns. Lieutenant Fitzgerald will turn these duties over to you and return to his former position at Craney Island.

Respectfully,

F. FORREST, *Commandant.*

Commander R. B. PEGRAM,  
*Virginia Navy.*

*Order of commandant navy yard, Norfolk, to Commander Maury, Virginia navy, to relieve Commander Pegram in command of Sewell's Point battery.*

NAVY YARD, GOSPORT [NORFOLK], *May 30, 1861.*

SIR: You will proceed to Sewell's Point for duty and relieve Commander Pegram in command of the naval battery at that place, informing Brigadier-General Huger of this order.

Respectfully,

F. FORREST.

Commander W. L. MAURY,  
*Virginia Navy.*

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*Order of commandant navy yard, Norfolk, to Commander Pegram, Virginia navy, to assume command of Pig Point battery.*

NAVY YARD, GOSPORT [NORFOLK], *May 30, 1861.*

SIR: You are hereby detached from duty at Sewell's Point battery, and you will proceed to Pig Point to take command of the battery at that place, informing Brigadier-General Huger of the change.

Respectfully,

F. FORREST,  
*Commandant.*

Commander R. B. PEGRAM,  
*Virginia Navy.*

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*Letter from the commandant navy yard, Norfolk, Va., to General Lee, commanding Virginia forces, regarding the raising and docking of the steamer Merrimack.*

NORFOLK, VA., *May 30, 1861.*

We have the *Merrimack* up and just pulling her in the dry dock.

F. FORREST,  
*Commandant.*

General R. E. LEE.

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*Order of the commandant navy yard, Norfolk, Va., to Commander Page, Virginia navy, regarding guns and equipment for Tanner's Creek, Virginia.*

NAVY YARD, GOSPORT [NORFOLK], *May 31, 1861.*

SIR: You will be pleased to furnish Commander A. Sinclair with four 32 pounders, 27 cwt., and their carriages for the defense of Tanner's Creek.

Respectfully,

F. FORREST,  
*Commandant.*

Commander R. L. PAGE,  
*Assistant Inspector Ordnance, Navy Yard.*

*Order of the Chief of the Office of Naval Detail and Equipment to Commander Tucker, Virginia navy, regarding U. S. S. Yorktown.*

OFFICE OF NAVAL DETAIL AND EQUIPMENT,  
Richmond, Va., June 3, 1861.

SIR: You are hereby appointed to the command of the steamer *Yorktown*, and, in addition to the other duties intrusted to your charge, you will superintend the preparation and equipment of that vessel for service.

By order of Major-General Lee:  
Respectfully, etc.,

S. BAERON,  
Captain, in Charge.

Commander JOHN R. TUCKER,  
Virginia Navy, Richmond, Va.

*Letter from commandant navy yard, Norfolk, to the president of the Albemarle and Chesapeake Canal Company regarding the use of steamer Roanoke.*

SIR: I hereby authorize you to dispatch immediately the steamer *Roanoke*, under command of Captain A. Sinclair, Virginia navy, to Nansemond River on important state service. I agree to pay for the services of said steamer from this date to her return and delivery to you at Norfolk \$30 per day, and find everything necessary for her navigation and return her in good order. In case of loss, or the State should elect to keep her, the purchase money to be \$10,000.

Signed at Virginia navy yard, this 5th day of June, 1861.

F. FORREST,  
Commandant.

MARSHAL PARKS,  
President Albemarle and Chesapeake Canal Company, Norfolk.

*Cancellation of contract for use of steamer Roanoke.*

The contract for the use of the steamer *Roanoke* is hereby canceled and the vessel returned to Mr. Marshal Parks in good condition.

Given under my hand, this 20th June, 1861.

F. FORREST,  
Commandant.

*Letter from Brigadier-General Huger, U. S. Army, to General Lee, commanding forces of Virginia, regarding the usefulness of the steamer Roanoke in keeping open communication.*

HEADQUARTERS FORCES OF VIRGINIA,  
Norfolk, Va., June 7, 1861.

SIR: The great difficulty of communicating with and supplying our batteries on the Nansemond River has retarded the work on them, and been of serious inconvenience to us. I determined to put a small steamer on the river, and on the night before last Captain A. Sinclair



took the small steamer *Roanoke*, which Commodore Forrest had chartered and put at my disposal. Captain Sinclair ran her in very handsomely, without being discovered by the guard boats of the enemy, and she is now on the river; and, in connection with the railroad to Suffolk, puts us in easy communication with all the batteries on the Nansemond River.

Very respectfully, your obedient servant,

BENJ. HUGER,  
*Brigadier-General, Commanding.*

Major-General R. E. LEE,  
*Commanding Forces of Virginia.*

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*Report of Captain Barron, Virginia navy, to the governor of Virginia, regarding naval defenses of the rivers of Virginia.*

OFFICE OF NAVAL DETAIL AND EQUIPMENT,  
*Richmond, June 10, 1861.*

SIR: I have the honor to inform your Excellency that the important duty of the naval defenses of the rivers of Virginia was assigned to the officers of the Virginia navy on the 23d of April last.

A few days previous the magazine at Norfolk, with upward of 300,000 pounds of powder and a large number of shells, was captured by Lieutenants Pegram, Sinclair, and Jones. This daring and unauthorized attack placed at the disposal of the State an amount of ammunition it would be difficult to supply, and, with the cannon taken at the Norfolk yard, afforded all the material needed for the batteries.

The rivers of Virginia being undefended and exposed to attack, it is due to the naval officers of Virginia to say that they went to work to defend them with zeal proportionate to the necessities of the case. Heavy cannon were moved to their destination with dispatch, ammunition and projectiles provided, men instructed, and every other preparation made to repel an opposing force.

In erecting the batteries at Sewell's Point, at Pig Point, at Aquia Creek, and at Gloucester Point they were attacked by armed steamers. In each case the enemy were repulsed, and the works continued and finished in spite of their fire.

The works on the Elizabeth, James, York, and Rappahannock rivers are so far completed as to justify the belief that they will be able to drive off any naval force that the U. S. Government can bring against them.

On the Potomac River batteries have been erected at the terminus of the Richmond, Fredericksburg and Potomac Railroad on Aquia Creek. In their incomplete state they were attacked three times by a superior force, and in each case Captain Lynch repulsed the enemy's steamers with considerable loss. If the attack should be renewed Captain Lynch is now prepared to strike a more serious blow.

The command of the steamer *Teaser* has been assigned to Lieutenant Rochelle. Two 32-pounder guns have been placed upon her, and she is now employed on the defenses of James River.

Captain J. R. Tucker is fitting out the steamer *Yorktown* with as heavy a battery as she will bear. She will be ready by the 1st of July, and will be a valuable auxiliary to the defenses of James River.

A howitzer battery of six guns has been organized by Lieutenant Parker. Four of the pieces are now mounted. The drill of the men is perfect, and this battery will be valuable, whether employed in the field or in the defenses of Richmond.

The frigate *Merrimack* has been raised, and is now in the dry dock at Norfolk. The other sunken ships will be raised as soon as the dock is ready to receive them.

The enclosed list marked A will show the number and caliber of the cannon at the various batteries, and that marked B the number and caliber sent to the other States of the Confederacy.

I am, very respectfully, your obedient servant,

S. BARRON,  
Captain.

[Hon. JOHN LETCHER,  
Governor of Virginia.]

[Enclosures.]

A.

NAVAL DEFENSES OF VIRGINIA.

*James River.—Captain H. H. Cocke, commanding officer.*

Fort Powhatan, Lieutenant C. St. George Noland.

Six 32-pounders of 51 cwt. | Two 32-pounders of 27 cwt.

(NOTE.—Two more 32-pounders of 27 cwt. and two more 32-pounders of 51 cwt. are to be sent for this battery.)

Jamestown Island, Lieutenant C. ap R. Jones.

Three 9-inch guns of 9,000 pounds. | Nine 8-inch army Columblads.  
Six 32-pounders of 57 cwt. | Two 12-pounder army guns.

Steam tug *Teaser*, Lieutenant J. H. Rochelle, Commanding.

Two 32-pounders of 27 cwt.

Steamer *Yorktown* (preparing at Richmond), Commander John R. Tucker.

Will mount one 10-inch pivot gun of 12,000 pounds. | Will mount six 8-inch broadside guns of 63 cwt.  
Will mount one 61-pounder pivot gun of 106 cwt. |

(NOTE.—Two more 8-inch guns can be mounted on this vessel and will be ordered.)

Arrangements are now being made for mounting sixty guns of different calibers and weights for the defenses of the city of Richmond. We are now organizing a naval battery of six 12-pounder howitzers, four of which are now completed. They are preparing under the immediate superintendence of Lieutenant William H. Parker.

*York River.—Captain W. C. Whittle, commanding officer.*

West Point, Commander William Leigh.

Two 9-inch guns of 9,000 pounds. | One 32-pounder of 57 cwt.

(NOTE.—Four 32-pounders of 33 cwt. are to be sent for this battery.)

Gloucester Point, Commander T. J. Page.

Eight 9-inch guns of 9,000 pounds. | One 32-pounder of 33 cwt.  
Two 32-pounders of 57 cwt. | One 32-pounder of 27 cwt.

(NOTE.—Five more 32-pounders of 27 cwt. are to be sent for this battery.)

Yorktown, Commander J. L. Henderson.

Two 8-inch army Columblads. | Four 8-inch army barbette guns.

(NOTE.—Two more 8-inch guns are to be sent for this battery.)

*Potomac River.*—*Captain W. F. Lynch, commanding officer.*

Aquia Creek, Captain W. F. Lynch.

Two 8-inch guns of 63 cwt. | One Parrott rifled fieldpiece (Walker's company).

Potomac Creek, Lieutenant William Taylor Smith.

Two 32-pounders of 27 cwt.

Hill battery (near to the right of Aquia Creek), Lieutenant Charles C. Simms.

Two 8-inch army Columbiads on barbette carriages.

Simms' Point, near to the left of Aquia Creek (masked battery).

One 8-inch gun of 63 cwt. | Three Parrott rifled fieldpieces.

Potomac Creek Bridge, Commander R. D. Thorburn.

One 8-inch gun of 63 cwt.

*Rappahannock River.*—*Captain R. G. Robb, commanding officer.*

Lowry's Point, Lieutenant Henry H. Lewis.

Two 8-inch army Columbiads. | Two 32-pounders of 27 cwt.

(NOTE.—Three 8-inch guns of 63 cwt. have been ordered to be prepared at Norfolk for the naval defenses of the Rappahannock.)

*Harper's Ferry.*—*Lieutenant Charles M. Fauntleroy.*

Two 32-pounders of 57 cwt.

*Elizabeth River and vicinity.*

Fort Norfolk, Commander A. Sinclair.

Twelve 9-inch guns of 9,000 pounds. | Four 32-pounders of 51 cwt.

Fort Nelson naval hospital, Commander Charles F. McIntosh.

Two 8-inch guns of 55 cwt. | Five 32-pounders of 51 cwt.  
Eight 32-pounders of 57 cwt.

Craney Island, Commander William McBlair.

One 10-inch pivot gun. | Six 8-inch guns of 55 cwt.  
Ten 8-inch guns of 63 cwt. | Four 32-pounder guns of 51 cwt.

(NOTE.—Arrangements have been made for mounting thirty guns in all.)

Bush's Bluff, Boatswain Young, volunteer.

Five 32-pounder guns of 42 cwt.

Pinner's Point, Lieutenant George W. Harrison.

Six 32-pounders of 57 cwt. | Three 32-pounders of 42 cwt.  
Three 32-pounders of 51 cwt.

Sowell's Point, Commander William Lewis Maury.

Six 9-inch guns. | Two 32-pounders of 27 cwt.  
Two 32-pounders of 57 cwt.

(NOTE.—Arrangements have been made for mounting not less than twenty guns.)

Lambert's Point, Lieutenant John S. Taylor.

Six 32-pounders of 59 cwt.

Barrett's Point, Lieutenant J. Pembroke Jones.

Six 32-pounders of 57 cwt.

## Town Point.

(Number and caliber of guns not reported. Arrangements have been made for mounting five guns.)

Pig Point, Commander R. B. Pegram.

Four 8-inch guns of 55 cwt. | Four 32-pounders of 42 cwt.

Frigate *United States*, receiving ship, Commander Thomas R. Rootes.

Spar deck, three 9-inch guns of 9,000 pounds. | Gun deck, sixteen 32-pounders of 51 cwt.

(NOTE.—In addition to preparing this vessel as a school ship for drilling men, she has been provided with the above armament for the defense of the yard and the gun park at St. Helena [Va.] )

The frigate *Merrimack* has been raised, and is now in dry dock at Norfolk. She is valued, in her present condition, at not less than \$250,000.

Arrangements are now being made for raising the sloops of war *Germantown* and *Plymouth*.

OFFICE OF NAVAL DETAIL AND EQUIPMENT,  
Richmond, Va., June 10, 1861.

## B.

*List of guns sent from the Norfolk navy yard to North Carolina, Tennessee, Louisiana, and Georgia.*

## NORTH CAROLINA.

Two 32-pounders of 42 cwt.		Ten 32-pounders of 46 cwt.
Four 32-pounders of 27 cwt.		Ten 8-inch guns of 63 cwt.
Four 24-pounders of 31 cwt.		Twenty 32-pounder carronades 17 or 18 cwt.
Twenty 32-pounders of 61 cwt.		
Ten 32-pounders of 57 cwt.		
Total, 80 guns.		

## TENNESSEE.

Ten 32-pounders of 42 cwt.		Thirty-two 32-pounders of 61 cwt.
Total, 42 guns.		Ten 42-pounders of 70 cwt. were also sent from Richmond.

## LOUISIANA.

Eight 8-inch guns of 63 cwt.		Eight 32-pounders of 33 cwt.
One 9-inch gun of 9,000 pounds.		Four 32-pounders of 27 cwt.
Total, 21 guns.		

## GEORGIA.

Two 32-pounders of 27 cwt.

*Letter from Major-General Lee, U. S. Army, Commanding Virginia forces, to the governor of Virginia, making statement regarding military and naval preparation for defense of that State.*

HEADQUARTERS, Richmond, Va., June 15, 1861.

SIR: Agreeably to your request, I submit a statement of the military and naval preparation for the defense of Virginia, from the period of her separation from the U. S. Government to the date of transfer of the military operations of the State to the Confederate Government.

Arrangements were first made for the establishment of batteries to prevent the ascent of our enemy by hostile vessels. As soon as an examination was made for the selection of sites their construction was begun and their armament and defense committed to the Virginia navy. Preparations were also begun for receiving into the service of the State volunteer companies, and for organizing, arming, and equipping them. Mustering officers were appointed, rendezvous established, and provision made for their subsistence and shelter. The primary estimate of the number of troops of all arms required, based upon the points to be defended, amounted to 51,000 men. The estimated quota of each portion of the State has been furnished, except from the western section. Arrangements were made for calling out the volunteers from the western section at the same time and in the same manner as from the eastern section, but as yet it has been feebly responded to.

Complete returns from the troops in the field have not and, from the nature of things, can not for some time be received; but from the best source of information within our reach, the number of Virginia troops is about 35,000. This amount probably falls below the real number, for referring to the report of the colonel of ordnance, it will be seen that he has issued 2,054 rifles and carbines, and 41,604 muskets, in addition to pistols and sabers to the cavalry. Thirteen thousand arms have also been issued from Lexington, making a total of 56,658. Seven thousand of those from Lexington and several thousand from the arsenal at Richmond have been issued to troops from other States; but as many of the Virginia companies, supposed to be about 5,000 men, were armed and equipped when received into the service of the State, should the number of unarmed companies from other States not differ materially from the number of armed companies of the State, the number of Virginia troops in the field may be assumed to be about 40,000. When it is remembered that this body of men were called from a state of profound peace to one of unexpected war, you will have reason to commend the alacrity with which they left their homes and families and prepared themselves for the defense of the State. The assembling of men, however, was not the most difficult operation. Provision for their instruction, subsistence, equipment, clothing, shelter, and transportation in the field required more time and labor. Ammunition of every kind had to be manufactured. The carriages of the guns for river, land, and field service had to be made, with the necessary implements, caissons, battery wagons, etc. One hundred and fifteen guns for field service have thus been provided, from which twenty light batteries of four guns each have been furnished, with the requisite horses, harness, etc.

For the defense of James River, two batteries and two steamers have been provided, mounting, altogether, forty guns, ranging in caliber from 32-pounders to 8 and 9 inch Columbiads. Arrangements are also in process for mounting sixty guns, of different weights, on the defenses around Richmond, and a naval battery of 6 to 12-pounder howitzers is in process of organization.

On York River three batteries have been constructed, mounting thirty guns, of caliber similar to the guns on James River.

Sites for batteries on the Potomac have also been selected, and arrangements were in progress for their construction, but the entire command of that river being in the possession of the U. S. Government, a larger force is required for their security than could be devoted to that purpose. The batteries at Aquia Creek have only been prepared. Twelve guns are in position there.

On the Rappahannock River a 4-gun battery of 32-pounders and 8-inch Columbiads has been erected.

Six batteries have been erected on the Elizabeth River, to guard the approaches to Norfolk and the navy yard. They mount eighty-five guns, 32-pounders and 8 and 9-inch Columbiads.

To prevent the ascent of the Nausemound River and the occupation of the railroad from Norfolk to Richmond, three batteries have been constructed on that river, which will mount nineteen guns.

The frigate *United States* has been prepared for a school ship, provided with a deck battery of nineteen guns, 32-pounders and 9-inch Columbiads, for harbor defense. The frigate *Merrimack* has been raised and is in the dry dock, and arrangements are made for raising the *Ger-mantown* and *Plymouth*.

In addition to the batteries described, other works have been constructed for their land defense, exceeding in many instances the works on the batteries themselves. An extensive line of field works has been erected for the security of Norfolk on the sides toward the bay. Redoubts for the same purpose have been constructed at Jamestown Island, Gloucester Point, Yorktown, and across the neck of land below Williamsburg. I have confined myself to a general narration of operations, and for the details refer you to the reports of several chiefs of staff.

Very respectfully, etc.,

R. E. LEE,  
*General, Commanding.*

His Excellency JOHN LETCHER,  
*Governor of Virginia.*

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*Letter from the Secretary of the Navy of the Confederate States, to General Lee, C. S. Army, commanding Virginia forces, regarding assignment to army duty of U. S. S. Teaser.*

CONFEDERATE STATES,  
*Navy Department, Richmond, June 17, 1861.*

SIR: Your letter of the 16th instant was this day received.

I understand that the *Teaser*, the steamer referred to, has been doing the duty to which you desire to assign her; but orders will this day be given to her commanding officer to report to you forthwith for duty.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

General ROBERT E. LEE,  
*General, Commanding Virginia Forces, Richmond, Va.*

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*Order from Major-General Lee, C. S. Army, commanding at Richmond, Va., to Lieutenant Carter, C. S. Navy, commanding U. S. S. Teaser, regarding cooperation in defense of James River.*

HEADQUARTERS, Richmond, Va., June 18, 1861.

SIR: It is desired that the U. S. steam tender *Teaser* shall unite with the batteries at Jamestown Island in defense of James River, and be employed in obtaining intelligence of the movements of hostile vessels

and the landing of troops on either side of the river. It is important that you particularly watch the landings in the vicinity of Grove wharf, on the left bank, and Stone House wharf, on the right bank, below Jamestown, and endeavor to give notice to the troops on either bank. A body of infantry guard the former point, and a troop of cavalry commanded by Captain Ruffin, patrol the country about Burwell's Bay to convey intelligence to the troops at Suffolk. It is suggested that you establish a system of signals as a means of communication with the troops, and take every precaution not to jeopardize the safety of your boat by proceeding too far beyond the protection of the guns of the batteries. You will report to the commanding officer of Jamestown Island, to whom a copy of your orders will be sent.

Respectfully, etc.,

R. E. LEE,  
*General, Commanding.*

Lieutenant R. R. CARTER,  
*Commanding C. S. Steam Tender Teaser.*

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*Letter from the governor of Virginia to the Virginia State convention, enclosing list of vessels employed by that State.*

EXECUTIVE DEPARTMENT, June 21, 1861.

GENTLEMEN OF THE CONVENTION: The report of Captain Barron, herewith transmitted, will furnish the information called for by your resolution, adopted this day.

Respectfully,

JOHN LETCHER.

[Enclosure.]

*List of vessels employed by the State of Virginia.*

OFFICE OF ORDERS AND DETAIL, June 21, 1861.

Steamer *Virginia*, Rappahannock River; compensation, \$2,000 per month and cost of coal, provisions, and repairs.

Steamer *Logan*, York River; compensation, \$2,000 per month and cost of coal, provisions, and repairs.

Steamer *Yorktown*, Richmond, Va., seized; fitted out as a vessel of war to carry 8 guns.

Steamer *Jamestown*, Richmond, Va., seized.

Steam tug *Teaser*, purchased; mounts two light 32-pounder guns; employed on James River, Jamestown Island.

Steamer *Northampton*, purchased for \$45,000; James River.

Steamer *George Page*, seized at Alexandria; at Aquia Creek.

Steamer *Empire*, at Norfolk; terms of charter not reported.

S. BARRON,  
*Captain, in Charge.*

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*Order of the commandant navy yard, Norfolk, Va., to Mr. H. Herbert, regarding the obstructing of the channel of the Elizabeth River, Virginia.*

NAVY YARD, GOSPORT [NORFOLK], June 21, 1861.

SIR: You are hereby authorized to take in charge the work to obstruct the channel below, and to collect the requisite numbers of men and amount of material, etc., to effect the same.

The executive officer of this yard will give you every facility in his power. A part of the work is in charge of Boatswain Smith.

Respectfully,

F. FORREST,  
Commandant.

Mr. H. HERBERT,  
Master Mason, Navy Yard, Gosport.

*Order of the commandant navy yard, Norfolk, Va., to Commander Fairfax, U. S. Navy, regarding the replacing of guns in the batteries of the yard.*

NAVY YARD, GOSPORT [NORFOLK], June 24, 1861.

SIR: The commodore directs me to say to you that he wishes at once to replace the guns in the yard batteries, together with all proper munitions, etc. He leaves the selection of the guns to yourself, but no time is to be lost.

Yours, etc.,

T. T. HUNTER,  
For Commandant.

Commander A. B. FAIRFAX,  
Inspector of Ordnance.

*Order of commandant navy yard, Norfolk, Va., to Commander Hunter, U. S. Navy, to report to Brigadier-General Huger, U. S. Army, as bearer of flag of truce.*

NAVY YARD, GOSPORT [NORFOLK], June 24, 1861.

SIR: You will report to Brigadier-General Benjamin Huger for the purpose of bearing a flag of truce to Fortress Monroe. The steamer *Empire* will be detailed for that duty.

I am, respectfully, your obedient servant,

F. FORREST,  
Commandant.

Commander T. T. HUNTER,  
U. S. Navy.

*Order of the commandant navy yard, Norfolk, Va., to Lieutenant Poindexter, U. S. Navy, to report to Brigadier-General Huger, U. S. Army, as bearer of flag of truce.*

NAVY YARD, GOSPORT [NORFOLK], June 29, 1861.

SIR: You will report to General Huger as bearer of a flag of truce to the commanding naval officer of Fortress Monroe.

You will inform General Huger that the steamer *Empire* is placed at his command for this service.

Respectfully,

F. FORREST,  
Commandant.

Lieutenant O. B. POINDEXTER,  
U. S. Navy.



*Order from Major-General Lee, U. S. Army, commanding at Richmond, Va., to Captain Hollins, U. S. Navy, to assume command of the naval defenses on James River.*

HEADQUARTERS OF THE FORCES,  
Richmond, Va., July 10, 1861.

CAPTAIN: A copy of the order assigning you to the charge of naval defenses of James River is herewith enclosed. You are desired to push forward the armaments as fast as practicable, and to continue the examination of the river from Day's Point to Mulberry Point, with a view of ascertaining the best method of commanding its navigation. You are requested to report upon the advantage of establishing batteries at Mulberry Point and the point opposite, and of interrupting the Swash Channel by loaded rafts or boats. Should batteries at Mulberry Point and the point opposite be considered advantageous, you will state your opinion as to the propriety of establishing there the guns now mounted at Fort Powhatan. You will take under your superintendence the general naval defenses of the river and the service of the batteries.

Respectfully, etc.,

R. E. LEE,  
General, Commanding.

Captain GEORGE N. HOLLINS,  
In Charge Naval Defenses, James River.

[Enclosure.]

SPECIAL ORDERS, } HEADQUARTERS OF THE FORCES,  
No. 217. } Richmond, Va., July 10, 1861.

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VI. Captain George N. Hollins, U. S. Navy, having been detailed by the Secretary of the Navy to take charge of the naval defenses of James River, is assigned to that duty.

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By order of General Lee:

GEO. DEAS,  
Assistant Adjutant-General.

*Order of the commandant navy yard, Norfolk, Va., to Midshipman McDaniel, U. S. Navy, regarding guns and equipment for Cedar Point battery, on Nansemond River, Virginia.*

NAVY YARD, GOSPORT [NORFOLK], July 12, 1861.

SIR: You will take charge and deliver at Suffolk, Va., to Deputy Quartermaster Hurt, for Cedar Point battery on Nansemond River, the following ordnance and ordnance stores:

2 32-pounders, 57 cwt.; 1 8-inch gun, 63 cwt.	38 8-inch grommet wads, 100 32-pounder grommet wads.
3 broochings, 9 tackles, 3 sponges.	25 32-pounder round shot.
8 rammers, 2 ladles, 1 scraper.	25 32-pounder hard wads.
1 worm, 3 passing boxes, 3 primer boxes and bits.	10 stands 10-inch grape shot.
3 thumbstalls, 3 sets locks, lights, and aprons.	25 stands 32-inch grape shot.
3 priming wires, 3 boring bits, 3 tom-pions.	150 charges of powder.
	200 cannon primers.
	40 8-inch loaded shell.
	10 8-inch canister.

Respectfully,

F. FORREST,  
Commandant.

Midshipman H. C. MCDANIEL.

*Letter from Commander Whittle, U. S. Navy, commanding naval defenses on York River, to Captain Ingraham, U. S. Navy, regarding the transfer of guns and equipment from Gloucester Point to Yorktown, Va.*

WEST POINT, YORK RIVER, July 12, 1861.

CAPTAIN: I inclose herewith the weekly report\* of Commander Page, in command of the naval battery at Gloucester Point. To the remarks annexed to that report I beg leave to call your prompt attention, and through you, the particular attention of the Secretary of the Navy. It appears from the report of Commander Page that two 14-inch shell guns sent to this (his) battery have been sent to Yorktown by order of Brigadier-General Magruder, with equipment and ten live shells, since last report. This is the first knowledge I have had of this transaction, and I desire to be furnished, at the earliest convenience of the Department with clear and explicit instructions on this point. If the commanding military officer on the peninsula is authorized to remove, without any consultation whatever with me, guns from naval batteries which have been placed under my orders by both the highest military and naval authority, my position here as commanding the naval defenses on York River is a delusion and a farce.

I am, sir, respectfully your obedient servant,

WM. C. WHITTLE,  
Commanding Naval Defenses on York River,

Captain D. N. INGRAHAM,  
In Charge Office of Ordnance and Hydrography,  
Navy Department, Richmond.

*Order of the Secretary of the Navy to Commander Tucker, U. S. Navy, commanding U. S. S. Patrick Henry, to proceed on an active cruise.*

CONFEDERATE STATES,  
Navy Department, Richmond, July 13, 1861.

SIR: It is deemed important that the steamer *Patrick Henry*, under your command, shall leave James River at the earliest practicable moment and make an active cruise at sea against the enemy.

The Department is unwilling by any instructions to limit your discretion as to the time and manner of running the blockade, your cruising ground, or your return, confiding, as it does, in your good judgment; but it is evident that your success will be greatly promoted by your escape from the river without the enemy's knowledge.

Should a doubt at any time arise as to the course to be pursued, it may be solved by the consideration that, in accordance with the rules of Christian warfare, you are to inflict upon the enemy the greatest injury in the shortest time.

It is believed that the speed of the *Patrick Henry* is greater than that of any of the ships of the United States, and that her battery will enable her to engage such vessels as the *Harriet Lane* and the chartered steamers of the enemy's Navy generally, thus affording you the means of escaping from his first-class ships and of capturing those of the second class. The possession of one of the enemy's cruisers of this class, with her signal book, might enable you to capture some of his heavier vessels.

\* Not found.

Steam propellers are important to us, as are all ordnance and military stores; and captures of this class you will endeavor to send safely into port.

Should you find it impracticable to leave the river, you will cooperate with the military forces against the enemy, keeping watch by day and night upon his movements, attacking and annoying him to the utmost of your power.

Should circumstances render it important to land your crew to cooperate with the land forces, you will secure your ship under the guns of the Jamestown battery, keeping her ready for instant service.

You will impress upon your officers the importance of establishing and maintaining good discipline, and of inciting every man to do his duty; and you will specially report to the Department the name, place of birth, age, character, and qualifications of every man under your command, whose good conduct, particularly in action, or in moments of peril or excitement may merit your commendation.

You will keep this Department advised of your movements, and you will endeavor to prevent all publications thereof, not authorized by yourself, as tending to defeat your objects.

With my best wishes for yourself and your command, I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Commander JOHN R. TUCKER,  
*Commanding U. S. S. Patrick Henry, Richmond, Va.*