

UNITED STATES STEAMER NEW IRONSIDES.

3823

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3d Session. } { No. 286.

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

PUBLISHED UNDER THE DIRECTION OF
The Hon. JOHN D. LONG, Secretary of the Navy,
BY
PROF. EDWARD K. RAWSON, U. S. NAVY,
SUPERINTENDENT NAVAL WAR RECORDS,
AND
MR. CHARLES W. STEWART.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1891.

SERIES I—VOLUME 8.
NORTH ATLANTIC BLOCKADING SQUADRON
FROM SEPTEMBER 5, 1862, TO MAY 4, 1863.

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Serial 1st

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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

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

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

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

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

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

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

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

5. Correspondence relating to naval prisoners.

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

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

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

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be incomplete, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The seventh volume of the records (Series I, vol. 7), which has recently been published by the Department, gives the operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862. The present volume (Series I, vol. 8) comprises the operations of this squadron from September 5, 1862, to May 4, 1863.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

EDWARD K. RAWSON,
CHARLES W. STEWART,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., March, 1899.

INTRODUCTORY NOTE.—The official reports of the pursuit, destruction, seizure, or capture of vessels violating the blockade are arranged in chronological order. It is proposed to give further details relative to adjudication and disposal of prizes and prisoners in future volumes of Series II.

There is grouped under one heading (pages 19-67) correspondence relative to the granting of Union trading permits at Norfolk, Va., and vicinity. Similar correspondence concerning Union permits for trading in the waters of North Carolina is arranged in chronological order.

The correspondence concerning the assembling of the fleet of iron-clads at Hampton Roads, Va., is given in this volume, as this fleet was

at first intended for an attack upon Wilmington, N. C., and much assistance was rendered by the North Atlantic Blockading Squadron in its preparation and dispatch for service with the South Atlantic Blockading Squadron.

The blockade by the North Atlantic Blockading Squadron extended from the mouth of the Piankatank River, Va., to the southern boundary line of the State of North Carolina, excepting the ports of Norfolk, Va., and Beaufort, N. C. Norfolk was occupied by Union Army forces and trading was permitted to supply military necessities. Beaufort, N. C., was occupied by Union Army forces and was open to trade by virtue of a Presidential proclamation dated May 12, 1862.

The headquarters of the North Atlantic Blockading Squadron was at Hampton Roads. Blockading vessels in this vicinity were under the immediate supervision of the commander in chief. A squadron of small light-draft vessels was employed in the inland waters of North Carolina, and larger vessels blockaded the seacoast inlets.

The double coast begins a little south of Cape Henry and extends as far as Wilmington. This peculiar conformation consists of a long, narrow belt of sand projecting seaward at three points—Cape Hatteras, Cape Lookout, and Cape Fear. The sand belt is broken at intervals by shallow inlets. Within it lie the sounds, extensive sheets of water, upon whose tributary rivers are a number of towns. An intricate network of channels affords ready means of communication by small water craft.

The town of Wilmington, N. C., is on Cape Fear River, about 28 miles from its mouth. There were two entrances to the river, one from the eastward, called New Inlet; the other from the southward at the river mouth, sometimes called the Western Entrance and Western Bar Channel.

The entrances were 6 miles apart, in a straight line, but between the two lay Smith's Island, a long strip of sand and shoal, with Cape Fear projecting far out at its southern extremity. Continuing the line of Cape Fear the dangerous Frying Pan Shoals extended out southeasterly for 10 miles, making the distance by sea between the two entrances about 40 miles. Each channel was protected by strong works. Fort Fisher, on Federal Point, commanded New Inlet. Similarly Fort Caswell commanded the mouth of the river.

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

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be

sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

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

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

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

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

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

Confederate cruisers and privateers.

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

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

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

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

Abandonment and destruction of the Norfolk Navy Yard.

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

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

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

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

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

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

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

5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XVI ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

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

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

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

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

*LIST OF UNITED STATES VESSELS OF WAR SERVING IN THE NORTH ATLANTIC
BLOCKADING SQUADRON.*

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
A. Houghton	Fourth ..	326	Bark	27	2
Albemarle	Fourth ..	200	Schooner	22	.....
Alert <i>a</i>	Fourth ..	65	Screw steamer	15	1
Arlotta	Fourth ..	199	Mortar schooner	30	3
Ben Morgan	Fourth ..	407	Ship	35	.....
Brandywine	Second ..	1,726	Storeship	72	.....
Cambridge	Third	858	Screw steamer	96	5
Ceres	Fourth ..	144	.....do.....	40	2
Charles Phelps	Fourth ..	362	Supply ship	23	1
Chippewa	Fourth ..	507	Screw steamer	80	4
Choctaw	Fourth ..	507	.....do.....	80	4
Cœur de Lion	Fourth ..	110	Side-wheel steamer	29	3
Coinassot	Fourth ..	100	Screw steamer	12	4
Colorado	First	3,425	.....do.....	626	50
Columbia	Fourth ..	503	.....do.....	.....	7
Comodoro Barney	Fourth ..	513	Side-wheel steamer	96	4
Comodoro Hull	Fourth ..	376	.....do.....	68	6
Comodoro Morris	Fourth ..	532	.....do.....	88	6
Comodoro Perry	Fourth ..	513	.....do.....	29	4
Connecticut	Second ..	1,800	.....do.....	166	12
Crusader	Fourth ..	545	Screw steamer	79	7
Dacotah	Third	997	Screw sloop	147	6
Daylight	Fourth ..	682	Screw steamer	57	4
Delaware	Fourth ..	357	Side-wheel steamer	68	5
Ellis	Fourth ..	.....	.....do.....	.....	2
Florida	Third	1,261	.....do.....	150	8
Galena	Third	738	Ironclad steamer	150	6
Genesee	Third	803	Screw steamer	130	8
Granite	Fourth ..	75	Sailing sloop	15	1
Henry Brinker	Fourth ..	108	Screw steamer	18	1
Hetzl	Fourth ..	200	Side-wheel steamer	69	2
Hunchback	Fourth ..	517	.....do.....	99	4
Iroquois	Third	1,016	Screw sloop	154	6
Isaac N. Seymour	Fourth ..	133	Side-wheel steamer	30	2
John L. Lockwood	Fourth ..	180	.....do.....	30	3
Juniata	Second ..	1,240	Screw sloop	164	11
Lehigh	Second ..	844	Ironclad steamer	80	2
Lilac	Fourth ..	129	Screw steamer	17	2
Louisiana	Fourth ..	295	.....do.....	85	5
Mahaska	Third	832	Side-wheel steamer	145	6
Maratanza	Third	786	.....do.....	111	8
Matthew Vassar	Fourth ..	182	Mortar schooner	29	3
Miami	Third	730	Side-wheel steamer	134	12

a Later called the Watch.

LIST OF UNITED STATES VESSELS OF WAR SERVING IN THE NORTH ATLANTIC
BLOCKADING SQUADRON—Continued.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Minnesota	First	3,307	Screw frigate	540	47
Monitor	Third	770	Ironclad steamer	49	2
Montauk	Third	844	.....do.....	67	2
Monticello	Fourth	655	Screw steamer	96	3
Morse	Fourth	513	Side-wheel steamer	78	2
Mount Vernon	Fourth	625	Screw steamer	50	3
Mount Washington	Fourth	500	Side-wheel steamer	40	1
Mystic	Fourth	541	Screw steamer	65	5
New Ironsides	First	3,486	Ironclad steamer	449	20
Nippon	Fourth	475	Screw steamer	70	7
Octorara	Third	829	Side-wheel steamer	102	10
Ossipee	Second	1,240	Screw sloop	152	13
Passaic	Third	844	Ironclad steamer	75	2
Pawnee	Second	1,289	Screw steamer	151	11
Penobscot	Fourth	507	.....do.....	82	4
Perry	Fourth	280	Brig	67	10
Philadelphia	Fourth	500	Side-wheel steamer	24	1
Primrose	Fourth	94	Screw steamer	25	2
Roscoe	Fourth	111	.....do.....	20	1
Rhode Island	Second	1,517	Side-wheel steamer	157	11
Roman	Fourth	350	Storeship	10	1
Sacramento	Second	1,367	Screw sloop	101	10
Samuel Rotan	Fourth	212	Sailing schooner	29	3
San Jacinto	Second	1,446	Screw steamer	278	12
Saugamon	Third	844	Ironclad steamer	85	2
Shawsheen	Fourth	180	Side-wheel steamer	40	2
Southfield	Fourth	751	.....do.....	61	4
Stars and Stripes	Fourth	407	Screw steamer	94	5
State of Georgia	Third	1,204	Side-wheel steamer	113	9
Stopping Stones	Fourth	226	.....do.....	21	1
Teaser	Fourth	90	Screw steamer	25	2
Underwriter	Fourth	341	Side-wheel steamer	69	4
Valley City	Fourth	190	Screw steamer	48	5
Victoria	Fourth	254	.....do.....	44	3
Violet	Fourth	166	.....do.....	20	2
Western World	Fourth	441	.....do.....	86	5
Whitehead	Fourth	139	.....do.....	45	1
William Bacon	Fourth	183	Mortar schooner	32	5
William Badger	Fourth	334	Sailing ship	20	1
William G. Putnam	Fourth	149	Side-wheel steamer	32	2
Wyandotte	Fourth	458	Screw steamer	68	5
Yankee	Fourth	328	Side-wheel steamer	48	3
Young America	Fourth	173	Screw steamer	13	1
Young Rover	Fourth	418	.....do.....	85	5
Zouave	Fourth	127	.....do.....	25	1

1862.

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

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

1863.

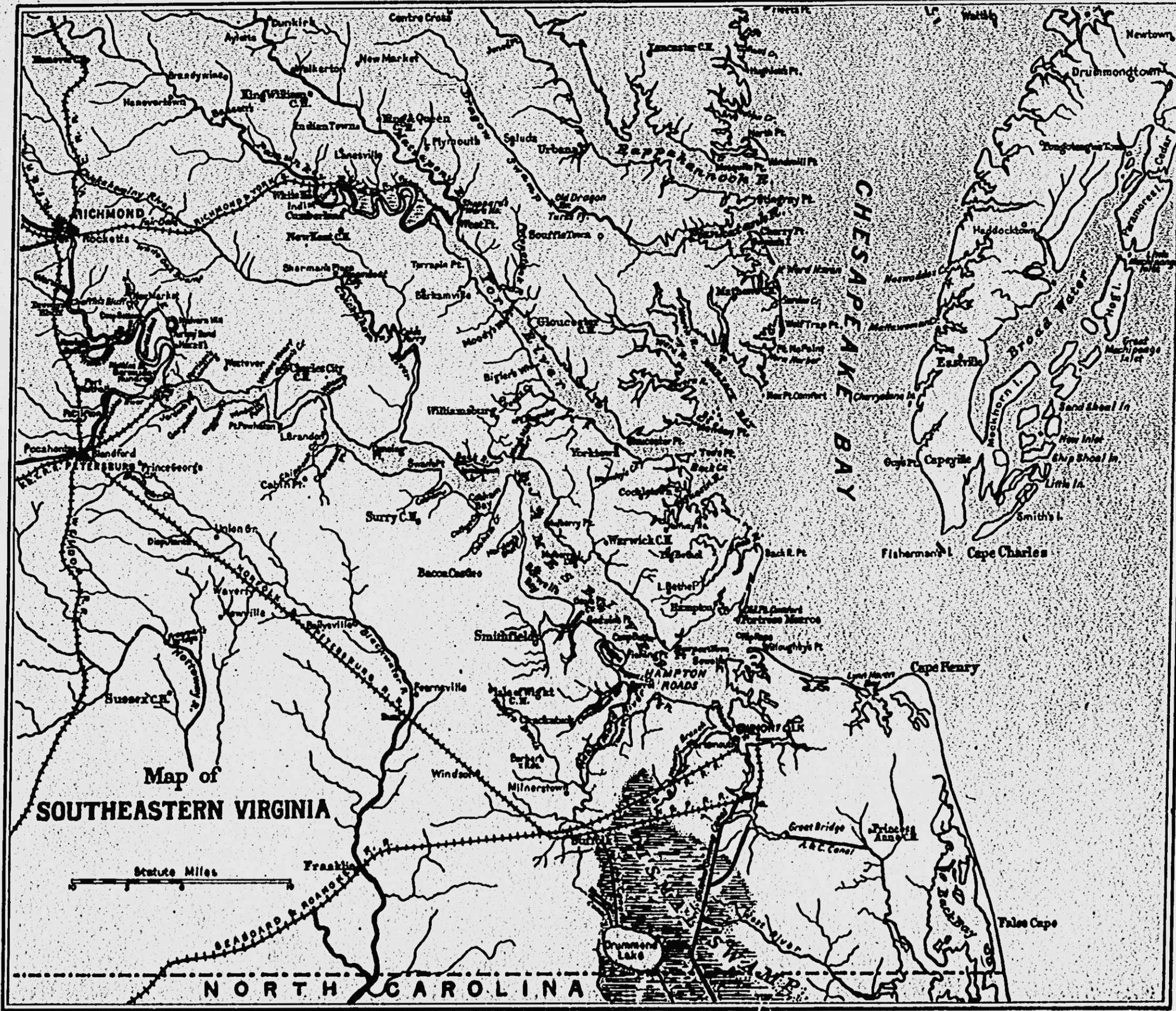
JANUARY.							FEBRUARY.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
				1	2	3							
4	5	6	7	8	9	10	1	2	3	4	5	6	7
11	12	13	14	15	16	17	8	9	10	11	12	13	14
18	19	20	21	22	23	24	15	16	17	18	19	20	21
25	26	27	28	29	30	31	22	23	24	25	26	27	28

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

MAY.						
Sun.	M.	T.	W.	T.	F.	Sat.
					1	2
	3	4	5	6	7	8
	10	11	12	13	14	15
	17	18	19	20	21	22
	24	25	26	27	28	29
	31	.....	.....	.....	.....	.....

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM SEPTEMBER 5, 1862, TO MAY 4, 1863.



**Map of
SOUTHEASTERN VIRGINIA**

Statute Miles
0 1 2 3 4

NORTH CAROLINA

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM SEPTEMBER 5, 1862, TO MAY 4, 1863.

Extract from log book of the U. S. S. Minnesota, flagship North Atlantic Blockading Squadron.

September 4, 1862.—At 10:30 a. m. Rear-Admiral S. P. Lee, commanding North Atlantic Blockading Squadron, came on board. * * *
At 2:30 p. m. Rear-Admiral Goldsborough was relieved by Rear-Admiral S. P. Lee. Rear-Admiral Goldsborough left ship. * * *

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 5, 1862.

SIR: I have the honor to submit the following bimonthly statement of the present disposition of the several vessels belonging to the North Atlantic Blockading Squadron:

Vessel.	Station.	Vessel.	Station.
Minnesota, flagship.....	Norfolk, Va.	Underwriter.....	Sounds of North Carolina.
Young America ¹	Do.	Commodore Perry.....	Do.
Cohasset ¹	Do.	Louisiana.....	Do.
Rescue ¹	Do.	Ellis.....	Do.
Zouave ¹	Do.	Hunchback.....	Do.
Philadelphia.....	Do.	Shawsheen.....	Do.
Southfield, repairing.....	Do.	Lockwood.....	Do.
Galena, ship of senior officer.	Newport News, Va.	Ceres ⁶	Do.
Monitor.....	Do.	Whitehead ⁶	Do.
Mount Washington.....	Do.	Putnam.....	Do.
Alert, tug.....	Do.	Brinker.....	Do.
Genesee ²	Do.	Granite, sailing sloop.....	Do.
Mahaaka ²	Do.	Seymour ⁷	Do.
Commodore Barney ²	Do.	Wm. Badger, supply hulk	Beaufort, N. C.
Morse ²	Do.	Stars and Stripes ⁸	Do.
Brandywine ³	Hampton Roads, Va.	State of Georgia, ship of senior officer.	Off Wilmington, N. C.
Chas. Phelps ³	Do.	Cambridge.....	Do.
Roman ⁴	Do.	Monticello.....	Do.
Ben Morgan ⁴	Do.	Penobscot.....	Do.
Dacotah ⁴	Do.	Mystic.....	Do.
Cimarron ⁵	Do.	Daylight ⁹	Do.
Chocura.....	York River, Va.	Octorara.....	Do.
Chippawa, repairing.....	Washington, D. C.	Victoria.....	Do.
Hetzel, ship of senior officer.	Sounds of North Carolina.	Valley City, repairing.....	Baltimore, Md.

¹ Tugs employed principally in guard duty.

² Employed in reconnoitering duty up James River.

³ Hulks for storage of general supplies.

⁴ Hulks for storage of ordnance supplies.

⁵ Under orders of the Department for sea.

⁶ Boilers reported to Department as extremely defective.

⁷ Reported August 27 as sunk up Neuse River. Investigation ordered.

⁸ Ordered August 26 to proceed to Norfolk for repairs.

⁹ Ordered to Wilmington by Department, August 29.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The *Stepping Stones* was sent up Nansemond River by Commodore Wilkes and has not yet returned.

S. P. LEE,
Acting Rear-Admiral.

Report of Captain Rodgers, U. S. Navy, regarding the United States vessels in James River.

U. S. S. GALENA,
Off Newport News, James River, September 6, 1862.

SIR: Captain McKinstry has left this river, in which I am left senior officer.

The *Genesee*, *Mahaska*, and *Morse* are the gunboats for reconnoitering duty. The boilers of the *Morse* are tender, leaving the *Genesee* and *Mahaska* the effective vessels.

In case of accident, such as running aground or of derangement to the machinery, it is highly desirable that the disabled vessel should have a consort. I prefer to continue the practice of sending two vessels in company. The distance to Fort Powhatan and back is near 100 miles, rather more, indeed; the *Genesee* and *Mahaska* will be kept constantly running in the river. Two effective gunboats are needed to relieve them on alternate days.

Captain McKinstry has left me with no papers and no orders, except that you wish an examination made daily of James River as far as Fort Powhatan.

Very respectfully, your obedient servant,

JOHN RODGERS,
Captain.

Rear-Admiral L. [M.] GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of the U. S. steamers Dacotah and Rhode Island.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 7, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Dacotah* proceeded to sea yesterday afternoon, and that the U. S. S. *Rhode Island* arrived from the south at about the same time.

Subject to the approval of the Department, I have appointed William P. Higgins acting third assistant engineer, and directed him to report for duty on board the U. S. S. *General Putnam*. This appointment is recommended by Commander Davenport, partly on account of a prevalent sickness in the sounds, which, at several points, allows only an insufficient complement of officers to remain available for service.

I am, very respectfully, your obedient servant,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the insufficiency of the blockade of Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 7, 1862.

SIR: I beg to state that on account of the enclosed report of survey on the U. S. S. *Victoria*, and the representations of her commanding officer and Commanders Armstrong and Parker, I have felt myself compelled this day to order her to proceed to Norfolk for repairs. This will leave but seven vessels off Wilmington, viz: *State of Georgia*, *Cambridge*, *Penobscot*, *Monticello*, *Daylight*, *Octorara*, and *Mystic*, a force insufficient to maintain the blockade of that port. In this connection Commander Armstrong remarks:

Our force here is small; one vessel is of necessity constantly away for coal, and, as the vessels do not carry the same amount of coal or for the same number of days, it is almost impossible to have only one absent at a time. There should be a force sufficient to allow one vessel to be absent from each side, without reference to vessels on the other. This will require a force of at least ten vessels, and that number is believed to be requisite to maintain the blockade efficiently of this port alone.

Commander Parker also earnestly calls my attention to the insufficiency of the blockading force.

I beg to submit the following extracts from Commander Parker's report of August 30, stationed at present on the northern or New Inlet side:

I have also to report that the rebels have been busily employed for the last three months in strengthening and erecting new batteries on shore. The sand hills in the vicinity of the forts have been leveled, so that an attacking force will find it difficult to approach; and it will require a strong force to capture the place. I understand that some of the new large guns have been recently received from Charleston, S. C.

I would respectfully add that the U. S. S. *Stars and Stripes*, ordered here August 26, for repairs, is now (11:30 a. m.) coming up Elizabeth River to Norfolk.

I am, very respectfully, your obedient servant,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, urging the presence of men-of-war off Wilmington, N. C., for the protection of the blockading force.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 8, 1862.

SIR: I have directed the steamer *Stars and Stripes*, just from the blockade off Wilmington, to proceed to Philadelphia for repairs. I respectfully suggest that an official examination may there be made to ascertain whether or not it will be practicable and proper to take off her upper deck and give her a better battery.

In this connection I beg leave to call the attention of the Department to the fact that the *Octorara* and (perhaps) the *Monticello*, together with the gunboat *Penobscot*, are the only vessels of any strength of battery off Wilmington. In view of the kind and number of vessels which

the rebels are reported to have obtained abroad, I respectfully and urgently suggest the propriety of protecting this blockading force with one or two efficient men-of-war.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

It is impossible to give more vessels to that port.

Engagement at Washington, N. C., September 6, 1862.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Acting Lieutenant Renshaw, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,

Norfolk, Va., September 17, 1862.

SIR: I have the honor to enclose herewith a copy of a report, dated September 8, from Acting Lieutenant R. T. Renshaw, commanding U. S. gunboat *Louisiana*, relative to the operations of that vessel during an attack on the town of Washington, N. C., on the morning of September 6. In enclosing this report to me, Commander Davenport remarks:

From all that I can learn we would have met with serious disaster but for the effective services of the *Louisiana*. In this connection, I beg leave to commend to your favorable consideration the good conduct of Acting Master Hooker, who has, on a previous occasion, been wounded in the faithful performance of his duty.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

GUNBOAT LOUISIANA,

Washington, N. C., September 8, 1862.

SIR: I have respectfully to inform you that on Saturday, at 4:30 a. m., the 6th instant, the enemy attacked this town and gained an entrance. Went to quarters immediately; at 5 a. m. received volleys of musketry across our decks, when we opened fire with shell, grape, and solid shot, doing great execution, killing a number of rebels and finally driving them back. At 6:30 a. m. the *Louisiana* continued shelling, throwing over the town and among the retreating enemy, killing and wounding many. At 8 a. m., having driven them from the reach of our guns, ceased firing and piped down.

During the action the army gunboat *Picket* blew up, killing her captain and eighteen men. The remainder of the crew were brought on board this vessel and attended by Assistant Surgeon Bradley. It gives me pleasure to testify to the handsome manner in which our guns were managed by Acting Master Hooker, of this vessel. The crew have received my thanks.

Ammunition expended, viz: 61 8-pound charges, 13 4½-pound charges, 2 1-pound charges. 8-inch shells: 18 5-second, 3 10-second, 2 15-second.

32-pounder shells: 12 5-second, 13 10-second, 5 15-second. 2 rifled howitzer shells, 4 (8-inch) stand of grape, 10 (32-pounder) stand of grape, 7 (32-pounder) solid shot.

I am, sir, very respectfully, your obedient servant,
 R. T. RENSHAW,
Acting Lieutenant, Commanding.
 Commander H. K. DAVENPORT,
Senior Officer, Sounds of North Carolina.

Report of Commander Davenport, U. S. Navy, transmitting copy of report of Major-General Foster, U. S. Army.

U. S. S. HETZEL,
New Berne, September 11, 1862.

SIR: I enclose a copy of a letter from General Foster to the Commander in Chief of the Army. This will give you the most reliable information with regard to the attack on Washington, [N. C.]

I have the honor to be, your obedient servant,
 H. K. DAVENPORT,
Commander and Senior Officer.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, September 13, 1862.

SIR: I have the honor to report that I have just received a communication from Colonel [Edward E.] Potter, First Regiment North Carolina Union Volunteers, commanding at Washington, N. C., that the rebels attacked that town yesterday morning with about 1,000 infantry, six companies of cavalry, and one battery artillery.

Colonel Potter was at the time about leaving, in obedience to my orders, for Plymouth, N. C., with Colonel [John] Mix, in command of five companies of cavalry, one battery of artillery, to cooperate with the Navy in attacking Hamilton, on the Roanoke River. The attack of the rebels was made suddenly, and it appears they surprised the outline pickets, killing and wounding them, and dashing into town surprised the company of foot artillery in the barracks, stationed for garrison at the new field works, capturing from them four old brass 6-pounders that were captured by us at New Berne.

Colonel Mix and Colonel Potter, hearing the firing, halted and immediately returned into town, attacking the rebels vigorously and, after two and a half hours' hard fighting, driving them from the town and beyond Tranters Creek, 8 miles from town, taking 20 prisoners, many muskets, and about 30 horses.

The rebels left 12 dead and 12 wounded in the streets, carrying off many killed and wounded, some of which they had to leave by the roadside.

It is reported that 30 dead bodies have been found up to time of last dispatch. Our loss was 7 killed and 47 wounded, most of them slightly.

Lieutenant Everett, adjutant of the cavalry, was shot in the knee. Colonel Potter had his horse shot under him.

An unfortunate disaster happened to the army gunboat *Picket*, causing her destruction, just as the men were called to quarters; the maga-

zine blew up, undoubtedly from carelessness or accident, tearing the boat to pieces, instantly killing Captain [Sylvester D.] Nicoll, the commander, 19 men, and wounding 6 others.

The gunboat *Louisiana*, Captain Renshaw, U. S. Navy, rendered most efficient aid, throwing her shells with great precision, and clearing the streets, through which her guns had range.

Our whole force in the fight at time of the attack consisted of 4 companies of infantry, 2 of artillery, and 5 of cavalry, and was considerably outnumbered by the enemy.

I shall leave for Washington immediately, to take such measures as may be necessary, and will send detailed list of the killed and wounded on my return.

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

J. G. FOSTER,
Major-General Volunteers.

Major-General HALLECK,
Commander in Chief, U. S. Army, Washington, D. C.

Appointment from the Secretary of the Navy to Acting Volunteer Lieutenant Hooker, U. S. Navy, for gallantry in action at Washington, N. C.

NAVY DEPARTMENT, *September 19, 1862.*

SIR: You are hereby appointed an acting volunteer lieutenant in the Navy of the United States, on temporary service, from the 6th instant, for gallantry in the attack on Washington, N. C.

After having executed the enclosed oath and returned it to the Department with your letter of acceptance, you will report to Acting Rear-Admiral Lee for the command of the U. S. S. *Victoria*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant EDWARD HOOKER, U. S. Navy.
U. S. S. Louisiana, Sounds of North Carolina.

Reported October 2, 1862.

S. P. LEE,
Acting Rear-Admiral.

Report of Commander Patterson, U. S. Navy, regarding white-oak timber at Gloucester Point, York River.

U. S. GUNBOAT CHOCURA,
Off Yorktown, Va., September 8, 1862.

SIR: In compliance with your order of the 5th instant, I have the honor to state that the only material on York River, or its neighborhood, worth taking away is a quantity of white-oak timber, about 37,000 solid feet, in logs of from 13 to 23 feet in length, on the beach at Gloucester Point, near the wharf, and convenient for shipping. The estimated value of the timber is about \$2,700.

Very respectfully, your obedient servant,

T. H. PATTERSON,
Commander and Senior Officer in York River.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Letter from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, seeking information regarding Confederate vessels and defenses in the James River.

NAVY DEPARTMENT, *September 9, 1862.*

SIR: If you are in possession of the information called for in the following questions, you are desired to communicate it to the Department:

1. What are the names, size, and kind of armed vessels at and near Richmond?
2. The number, kind, and size of guns on board of each vessel; how mounted and where placed, and where they can be worked?
3. When each vessel will be ready for service, if not so now?
4. What extent from bow to stern of iron plating upon each vessel, and the thickness of the plating?
5. When will the *Merrimack 2d* probably come down? What is the number of her crew, and what her draft of water?
6. The name of the officer in command of each vessel?
7. In what state is the barrier below Fort Darling?
8. What vessels are below the barrier?
9. What batteries are on the James River?
10. What piles and torpedoes are there in the river, and where are they located?
11. Any other information that may be useful.

Very respectfully,

GIDEON WELLES.

Commodore CHAS. WILKES,
Washington.

[Similar letter addressed by Acting Rear-Admiral Lee to Brigadier-General Mansfield, commanding army forces at Suffolk, Va.]

[Telegram.]

FORT MONROE, *September 9, 1862.*

Our forces have been driven out of Williamsburg. Can you not spare me another gunboat for Yorktown?

JOHN A. DIX,
Major-General.

Rear-Admiral LEE.

[Telegram.]

NORFOLK, VA., *September 9, 1862.*

The naval force here has recently been so greatly reduced that I have no additional gunboat to spare for York River.

S. P. LEE,
Acting Rear-Admiral.

General DIX.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Hunchback, of an expedition by that vessel up the Chowan River, North Carolina.

U. S. S. HUNCHBACK,
Off Plymouth, N. C., September 10, 1862.

SIR: In obedience to your order I left this place early Sunday morning (7th instant) and proceeded up the Chowan River, relieving the

Shawsheen a short distance above Colerain, opposite the encampment of the New York Mounted Rifles, Captain [Walter S.] Poor. The next morning soon after daylight I went on up the river. On approaching Reddick's Ferry, at the mouth of Somerton Creek, I discovered a lot of boxes, trunks, and a sack of coffee. On landing I examined the boxes and trunks and found they contained a large quantity of writing paper, steel pens, boots, shoes, black sewing silk, dry goods, etc. They were owned by one George D. Happer, who claims residence in Norfolk, Va. Admitted that he bought them in Norfolk and got them out without a pass; took them to the southern part of Norfolk County, thence by boat through Dismal Swamp Canal and Gates County to said ferry. Said he was taking them to Weldon via Boykin's Depot, on the Seaboard and Roanoke Railroad. I took possession of them and now have them on board. There are in all 13 boxes, 1 trunk, and 1 sack coffee. Leaving the ferry, I visited the battery below the mouth of Blackwater which I destroyed last May. I found no one there; proceeded down the river and anchored about 6 miles below the ferry. After dark I went up and anchored just below it, and kept a good lookout during the night, but made no discoveries. The following morning (9th instant) I landed opposite Reddick's with three officers and thirty men, taking the Somerton road, in order to capture one Albert Cross, who lives about 1 mile by the river below the ferry, having good information that he has done our cause much injury by transporting conscripts, goods, etc., across the river, and was thought to have been concerned in the capture of two Union men, John B. Bracy and Robert Hayes, who were taken on the night of the 2d instant by rebel soldiers. I left orders for the *Hunchback* to go down to Cross's house fifteen minutes after I had started. Marching by the road about 2 miles, we came in the rear of the house, surrounded it, and searched the premises. Cross's wife said her husband and son had left on Monday morning (8th instant) for Somerton. During the search I ordered Acting Third Assistant Engineer John Wall to take six men and go a short distance on the Somerton road to see if he could find a load of goods which I had information was near by. He had been gone but a few minutes when I heard five or six reports of firearms followed by others. I immediately went with the rest of the men to his support. On arriving on the ground, which was a thick wood with dense undergrowth, I learned that Mr. Wall and one of the men were badly wounded. I ordered the men to take to the trees, advance, and bring off the wounded. We kept up a sharp fire all the time. From the nature of the ground I deemed it best to fall back and open on them with the 9-inch guns and 12-pounder howitzer, which I did, shelling the woods. What the force of the enemy was I am unable to determine, but conclude they had some regular troops, as some were seen in uniform. I think several were killed or wounded, as they were seen to fall. We captured the rifle and ammunition bag belonging to Cross, as his name was upon the bag. Having no medical officer, I thought it best to come here without delay, where I arrived yesterday at 5 p. m. Mr. Wall is wounded by a shot in left wrist and one in left thigh, I think not dangerously. Jacob Holmes, first-class fireman, wounded by buckshot in left side and left arm. I have information that a great many goods have been crossed day and night at that ferry, also conscripts, slaves, and horses.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Acting Lieutenant, Commanding.

Lieutenant-Commander C. W. FLUSSER,
Commanding U. S. Naval Forces, Albemarle Sound.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding men-of-war for the Wilmington blockade.

NAVY DEPARTMENT, *September 10, 1862.*

* * * * *
Your proposition to move down to the roads with the *Minnesota* is left to your discretion, but the step should not be taken unless a sufficient naval force is left at Norfolk.

In reference to the suggestion in your No. 8 that one or two efficient men-of-war be sent off Wilmington for the protection of the blockading fleet there, the Department has to state that it is impossible at present to give more vessels to that port.

* * * * *
Respectfully, your obedient servant,

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Memoranda for the guidance of Captain Rodgers, senior officer at Newport News, delivered to him September 10, 1862, by Acting Rear-Admiral S. P. Lee, commanding North Atlantic Blockading Squadron.

Anchor the vessels in bow and quarter line so as to have guns clear and close, so as to prevent *Merrimack* from running or drifting by at night and going to Washington or Baltimore.

Choose sufficiently narrow anchorage for this, though the fighting should be done where there is sufficient sea room, say at Newport News.

Soon as practicable buoy out the 4-fathom line around, above, and below Newport News.

Show no lights except signal lights from sunset to sunrise.

Use every precaution to prevent the enemy's low vessels from running the blockade of James River.

Keep steam ready to move and work, and cable ready to slip at a moment's notice.

Keep battery cast loose, guns loaded with solid shot and heavy charges, and provided for action as near as practicable all the time.

Keep one watch on deck and awake from p. m. to a. m. twilight.

Keep a steam signal guard boat at a suitable distance ahead and underway by night if not by day.

In fighting the *Merrimack*, drive her ashore if possible by ramming and firing, then destroy her.

Letter from General Halleck, U. S. Army, to the Secretary of the Navy, requesting gunboats for the protection of Yorktown, Va.

HEADQUARTERS OF THE ARMY,
Washington, September 10, 1862.

SIR: General Dix telegraphs that the withdrawal of most of his forces to Washington leaves Yorktown too weak, and earnestly requests that one or two more gunboats be sent from the Potomac.

Very respectfully, your obedient servant,

H. W. HALLECK,
General in Chief.

Hon. G. WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to General Halleck, U. S. Army, responding to the request for the protection of Yorktown.

NAVY DEPARTMENT, *September 11, 1862.*

I have received your note of the 10th instant, communicating the wish of General Dix that one or two more gunboats may be sent to Yorktown. Upon the application of General Dix, Acting Rear-Admiral S. P. Lee, at Norfolk, who commands the North Atlantic Squadron, will no doubt be able to send an adequate naval force to the vicinity of Yorktown.

I am, respectfully,

GIDEON WELLES.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding gunboats for Yorktown, Va.

NAVY DEPARTMENT, *September 11, 1862.*

SIR: I enclose herewith a copy of a note, dated the 10th instant, received from General Halleck, communicating the wish of General Dix that one or two more gunboats may be sent to Yorktown.

The Department has informed General Halleck that, with the force at your command, it will no doubt be in your power to place at Yorktown an adequate number of vessels upon the application of General Dix for them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Patterson, U. S. Navy, regarding shipping of timber from Gloucester Point, and cooperation with the army at Yorktown, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 11, 1862.

SIR: You will, if possible, charter an empty army transport for the purpose of conveying to some Northern yard the lumber mentioned in your letter of the 8th instant as conveniently placed for shipping, using contrabands for the purpose. Make the best bargain you can under the circumstances. Commodore Livingston has been in the habit of paying for freight of timber 10 cents per cubic foot.

Keep up a constant communication with the general in command at Yorktown and afford him and the Army all the aid in your power. General Dix has twice asked me to send an additional gunboat to York River, and as I have none that I can spare for that purpose, a duty doubly important devolves upon you.

Keep me well informed, if you please, of all your movements.

Send me duplicates of whatever contracts or agreements you make for the transportation of the lumber.

I am, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

Commander T. H. PATTERSON,
Commanding U. S. Gunboat Chocura, York River, Virginia.

P. S.—The caulking required for the *Chocura* will be done as soon as possible.

S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Furniss, U. S. Navy, commanding U. S. S. Valley City, to proceed with that vessel to York River, Virginia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 12, 1862.

SIR: My orders to you of September 9 are hereby revoked. You will return them and the dispatches placed in your charge for the senior officer off Wilmington to me by the tug which bears these instructions. Return to the master machinist, Mr. Davids, the articles for the *State of Georgia*; also, to Lieutenant Commanding Phenix the ordnance stores for the *Monticello*. Do all in your power to hasten your repairs, and immediately on their completion you will proceed with the *Valley City* under your command to York River, Virginia, and report to Commander T. H. Patterson, commanding U. S. S. *Chocura*, for such duty as he may assign you in those waters.

I am, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

Acting Volunteer Lieutenant H. K. FURNISS,
Commanding Valley City, Hampton Roads, Virginia.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding measures for the strengthening of Yorktown, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 12, 1862.

GENERAL: I have the honor to inform you that in order to strengthen our position at Yorktown I have diverted the gunboat *Valley City*, now undergoing some repairs at Fortress Monroe, from her intended destination on the blockade off Wilmington, where her services are much needed, and to-morrow, when her repairs will probably be finished, she will proceed to assist the U. S. gunboat *Chocura* in her present operations in York River.

I am, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Captain Rodgers, U. S. Navy, regarding affairs in James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 12, 1862.

SIR: I shall order the *Valley City*, now under orders for the blockade off Wilmington and undergoing some slight repairs at Fortress Monroe, to proceed immediately to Yorktown for the duty indicated in your dispatch of the 11th instant.

Since the receipt of your dispatch of the 10th instant I propose to defer moving this ship to Newport News. I think the naval force should be concentrated at the probable point of naval attack, at which point I wish to be. I could leave the ferryboat *Southfield* (whose boiler is now and will be for six weeks under repairs), the ferryboat *Morse*, and the tug *Rescue* (with two light pieces on board) in this harbor.

The *Galena* and *Monitor*, with the gunboats *Genesee* and *Mahaska*, and the ferryboat *Commodore Barney*, make up the force now at Newport News. The *Galena* is very vulnerable and no better, perhaps, than a wooden vessel. The *Monitor* has been so long a time under steam that her machinery wants repairing, and is very liable to derangement. The *New Ironsides* would make this situation, upon which Washington depends so much, secure against the really formidable *Merrimack*.

If credit can be placed in the very confident reports from the shore, the *Merrimack* will come forthwith.

I enclose a copy of a letter from Captain Rodgers, giving his views of our situation, and which deserve consideration.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. GALENA,
Off Newport News, September 9, 1862.

SIR: In accordance with your request, I have the honor to submit my opinions in regard to the situation of our affairs on James River.

It is known that the rebels are building a vessel called the *Virginia*, or *Merrimack 2d*, at Richmond, to be iron-plated, and, in the opinion of the rebel navy officers, as far as we can learn them, to be very formidable, in which they will avoid such defects as they found in the *Merrimack*.

She will draw, we hear, 12½ feet water.

Her artillery is to be four rifles, of 7¾ inches caliber.

These guns are so arranged as to be used three at once on either side, or at either end. Our 100-pounder Parrott gun has a caliber of 6 inches. The *Virginia's* guns, of so much greater diameter of bore, will scarcely throw a less shot than the 6-inch Parrott. The rule has ever been, as far as I know, for people who make war to select, as far as they can, the place for fighting.

It is unnecessary to look for examples in Greek, Roman, and modern European history. Our Indians always, if possible, select their battle grounds. I therefore presume the rule is one of the simplest and earliest.

The best place for the *Merrimack* to fight is a narrow channel, in the middle of which she can lie and use three-fourths of her entire heavy

armament, exposing the least of her surface, and in which no ram can attack her, except by running against her bow, especially designed for such encounters. The worst place for us is a narrow channel, in which, not a single navy-built war vessel being able to fire parallel to her keel, we must of necessity place ourselves more or less across the channel to bring our battery to bear, in which position we get ashore as soon as we go either ahead or astern. If we anchor and get out a spring, we expose ourselves to the bulk of *Merrimack 2d*, and much surface to her shot.

In a narrow channel, as in a defile, one or two combatants only can take part at once.

To lie willingly, therefore, in a narrow channel while expecting an engagement with vessels of the *Merrimack's* peculiar qualities, would not be wise. While the army was at Harrison's Landing we had the river flanks of the army to cover, and then we had no free choice, but now this choice is offered. The peninsula has been abandoned, and some other line to Richmond will be taken in our next military approaches.

The navy can not pass Fort Darling because the obstructions prevent them from doing so; they can not reduce Fort Darling on account of the elevation, and because the channel, scarcely wider than the vessel's length, will not admit of employing more than two or three gunboats at a time against it. Many vessels will be but little more efficacious than a couple.

The best place for us to fight the *Merrimack* would be upon the ocean, where she would be at our mercy; the best place in James River is where its channel is widest, where we have room to maneuver, to deploy our gunboats, and to use them in a combined attack without any danger of running on shore and where there will be space to move freely without mutual collisions.

In studying the chart, I find Newport News combines more advantages to us than any other point. The channel is more than a mile wide; it is within the influence of the sea breeze and free from the malaria said to be in the autumn so dangerous on James River. It is within easy reach of our communications, without involving the necessity of a large force simply to keep the river open.

We have no use for the river if the army does not approach Richmond along the river; the army has no use for it. When the city falls, the batteries lying between Norfolk and Richmond will fall of themselves. When the main army has been defeated, no fragment of it can hold earthworks which can be attacked at once by land and water.

In regard to reconnoissances up the river, simply going to look will not prevent the erection of batteries. The probability is that such will, if made, be built behind screens of trees; but suppose that they are built in plain sight, and that the laborers retire upon the approach of the gunboats, firing can do little harm. The vessel fires as much as the captain thinks proper, and then retires. A few spades of earth will repair the damage; the earthwork being finished, the guns, kept some 2 miles in the rear, can be brought up and put in a state of efficiency in a few hours.

I see no great use in a reconnoissance, therefore; but if the *Merrimack 2d* should conceal herself in the Chickahominy, or even lie against the bank and cover herself with a screen of green boughs, she would be apt to escape detection. If, after our gunboats had gone by, she should follow them to some narrow place, where she could not be passed except after capture, our gunboats would probably be lost to us. The

reconnoissance is therefore dangerous, and, as far as I see, of no utility; it involves a useless consumption of coal. It is evident that should the *Merrimack*, contrary to our expectations, be able to pass our gun-boats here, Washington and Baltimore would be at her mercy.

We have nothing stronger than the *Monitor* and *Galena* to oppose her. Many people think she will not dare to make the attack. I presume that, when ready, she will make it. She has no other use. If destroyed, the enemy loses nothing necessary to his defense, and if, against probability, she should succeed, then Washington, Baltimore, and Norfolk would reward her success.

I do not anticipate anything but defeat for her. If, however, the *Monitor* should run aground, or meet with an accident to her machinery, the probability of our success would be reduced below a prudent preponderance.

Any fight here with the rebels must be *à l'outrance*. The navy can not afford to let her pass while a single vessel remains afloat.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Captain.

Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information regarding Confederate vessels and the capabilities of the force under his command.

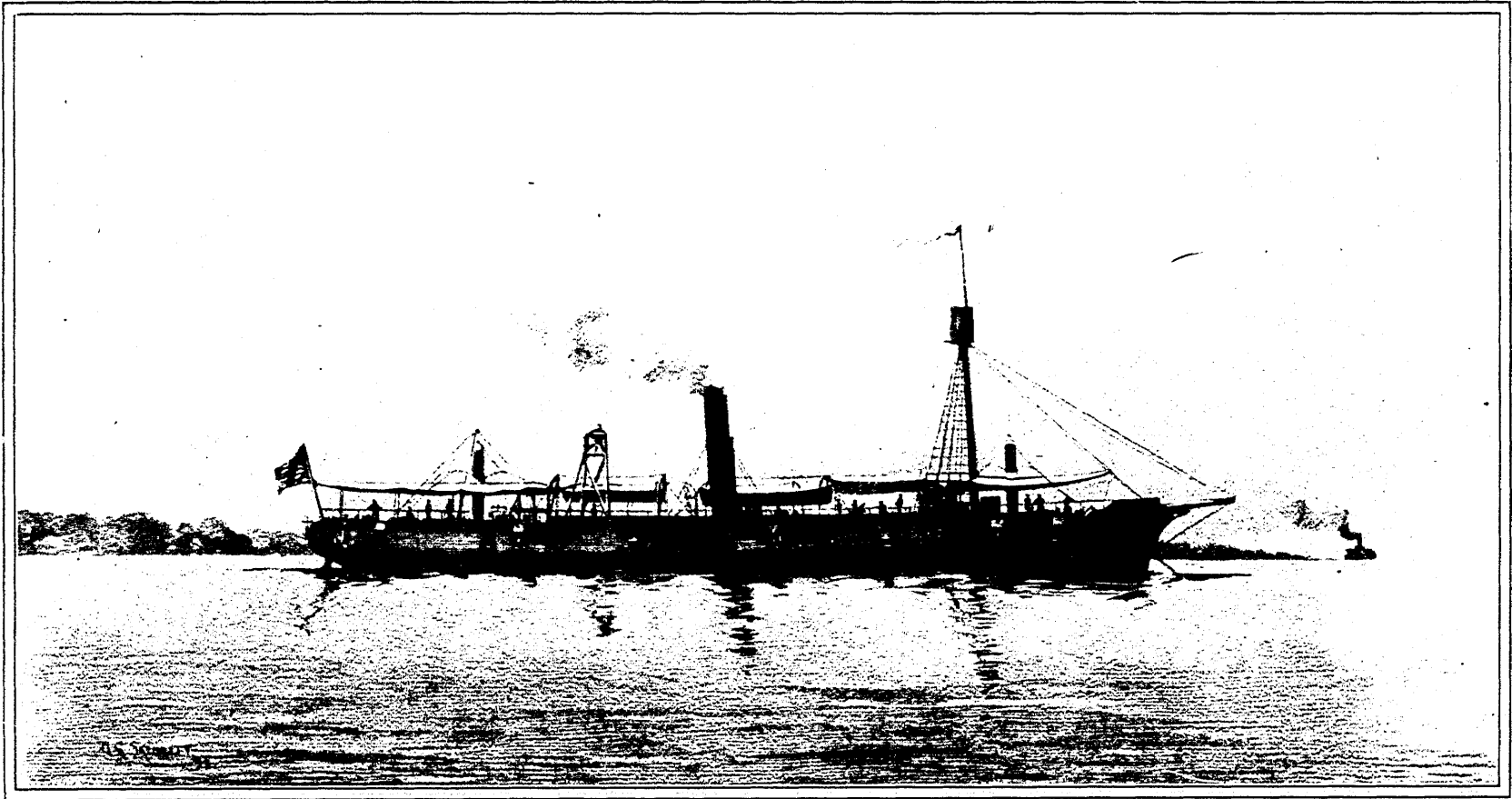
U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 12, 1862.

SIR: I have the honor to enclose herewith a sketch* of the *Merrimack 2d*, drawn from data got of Mr. Burroughs, who built her hull here. She appears to be a formidable vessel, and is said to have speed, and a ram calculated to reach the *Monitor's* bottom. Her sides are so constructed as to resist ramming by ordinary vessels, and to injure them in making the attempt. She is strong in construction, in timber, and in armor. Besides the *Merrimack 2d* and the *Yorktown* (which is said to be partially iron-plated), the enemy has four steam tugs, taken from here, each mounting a 100-pounder rifle gun, taking the *Teaser* as a sample. We know not what other force they have prepared at and near Richmond.

Our force, with its capabilities, is as follows:

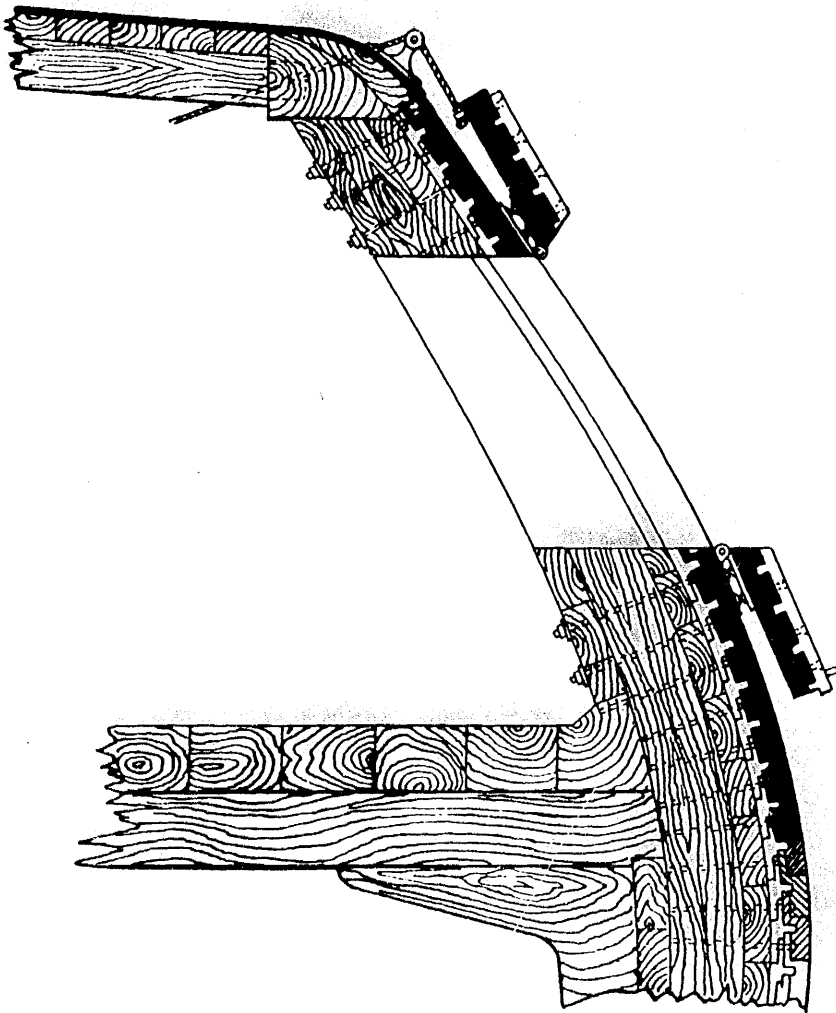
The *Minnesota* is large, draws 23½ feet of water, and is difficult to handle in these narrow limits of good water for her. As she floats her battery high, a low-built ironclad of speed may keep close alongside and deliver a destructive fire, whilst our guns can not be depressed to reach such an assailant. At distant firing, projectiles would be effectual against this large wooden vessel, whilst our firing would be ineffectual against an ironclad. It is at near range, suiting the utmost depression of our guns, that the weight of our broadside discharge would tell against inclined armor. The *Minnesota* has no stern guns, nor is she fitted to carry them. She needs some heavy rifle guns, at least for the bow and stern, to throw steel-pointed shot capable of entering inclined armor.

* This drawing is substantially the same as the drawings in Series I, volume 7, page 590.



UNITED STATES IRONCLAD STEAMER GALENA.

Prepared from photographs loaned by New York Commandery, M. O. L. L. U. S., and official plans in Navy Department.



PARTIAL TRANSVERSE SECTION OF THE UNITED STATES IRONCLAD STEAMER GALENA.

The *Galena* (ironclad) is not strong and is very vulnerable.

The *Monitor* is slow and might not be able to keep in the fight; she is so low in the water, especially aft, that I think she might be run upon and sunk; she has been a long time under steam, and, whilst kept so, can not receive the repairs she needs, the want of which might suddenly cause her to be disabled. Should she happen to get ashore on a falling tide and where there should be some sea, owing to her heavy upper and comparatively light under works, the casualty might be fatal to her.

And yet the main reliance in a fight with the *Merrimack 2d* would be in these two ironclads, if the *Minnesota's* broadsides could not reach the enemy at the right distance.

The *Genesee* and *Mahaska* are double-end wooden gunboats. Their guns would be serviceable in the fight, but they themselves could not ram the *Merrimack*, owing to the construction of her sides. They and the *Barney* (ferryboat) could attend to the *Merrimack's* consorts.

Where so much is at stake, the public interests here, the city of Baltimore, the seat of Government at Washington, it is proper to provide a sufficient force to secure success without doubt. I respectfully submit, therefore, that the *New Ironsides*, recently here and now at Philadelphia taking in her masts, which are not needed for this service, should be immediately sent here and kept until the *Merrimack 2d* is disposed of.

I am, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

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

[Telegram.]

NAVY DEPARTMENT, September 12, 1862.

The *Miami* will remain at Hampton Roads under your orders for the present.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Townsend, U. S. Navy, commanding U. S. S. *Miami*, to proceed to Newport News, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 12, 1862.

SIR: The Secretary of the Navy, by telegraph, attaches the *Miami* to my command.

Immediately on the receipt of this you will proceed to Newport News and report to Captain John Rodgers, the senior officer there, for duty.

Very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

COMMANDING OFFICER OF U. S. GUNBOAT MIAMI,
Hampton Roads, Virginia.

Order of the Secretary of the Navy to Acting Master Rogers, U. S. Navy, to confer with Acting Rear-Admiral Lee, U. S. Navy, regarding magneto-machines.

NAVY DEPARTMENT, *September 12, 1862.*

SIR: Your communication of the 8th instant has been received.

You are hereby detached from the flotilla under command of Commodore Wilkes, and you will report for duty to Commodore Harwood, commandant of the navy yard, Washington.

As the magneto-machines are not at present required at the points for which they were originally intended, the Department will be glad to have you visit Acting Rear-Admiral S. P. Lee, commanding the North Atlantic Blockading Squadron, and confer with him relative to the using of them in that squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Master HENRY J. ROGERS,
Navy Yard, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Armstrong, U. S. Navy, in view of the arrival of his senior officer, Commander Scott, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 13, 1862.

SIR: On the arrival of Commander Gustavus H. Scott, commanding U. S. S. *Maratanza*, and your senior officer, you will afford him all the information in your power relative to the blockade off Wilmington, turning over to him any instructions you may have from Admiral Goldsborough, or from me, relative to the disposition of vessels, supplies, prizes, etc. The squadron instructions, general orders, circulars, blockade papers, etc., now on board the *Octorara*, will be transferred to the *Maratanza*.

I am, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

Commander J. F. ARMSTRONG,
U. S. S. State of Georgia.

Report of Acting Volunteer Lieutenant Furniss, U. S. Navy, of expected departure for York River, in obedience to orders.

U. S. S. VALLEY CITY,
Hampton Roads, September 13, 1862.

ADMIRAL: I have the honor to acknowledge receipt of your orders of the 12th instant, which command my attention.

Herewith I return my orders of the 9th instant and the dispatches for the senior officer off Wilmington. I hope to be able to leave for the York River to-morrow, 14th instant.

Very respectfully, your most obedient servant,

HARTMAN K. FURNISS,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding Confederate vessels at Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 14, 1862.

SIR: Lieutenant-Commander Arnold, commanding U. S. S. *Mystic*, reports as follows:

In obedience to an order from Commander Armstrong, I have to report that there are two vessels (ironclad) at Wilmington preparing for offensive operations against the U. S. blockading squadron off that place. One of them is all ready for sea; the other will be so in a few weeks. This information was obtained at Beaufort through a deserter from Wilmington.

This report is dated September 3.

Very respectfully, your obedient servant,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Reports and correspondence relative to the granting of trading permits, Norfolk and vicinity, September 14 to November 18, 1862.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting the Department's instructions.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 14, 1862.

SIR: Enclosed is a copy of an application,* dated the 6th instant, received yesterday, through General Viele, from the president of the Norfolk Gas Company, to send a quantity of shingles to the North, in order to obtain a year's supply of coal for the company.

These shingles are understood to be back in the country at or near Suffolk, and within or near our lines.

Captain Case informs me that Admiral Goldsborough allowed shingles to be taken from Norfolk to pass the guard vessels and be sent North; but that he declined to give passes for the procuring of shingles and lumber from the country to be brought here.

I respectfully ask the instructions of the Department upon this subject generally and upon this application, which I understand meets with the approval of General Viele.

I am, very respectfully, your obedient servant,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions regarding the issue of permits to merchant vessels.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 16, 1862.

SIR: I have respectfully to request that you will instruct me in relation to passing vessels from this port to a Northern port with merchandise.

* Not necessary to publish.

I enclose a copy of the manifest of the schooner [A.] *Perry*, loaded with merchandise for Baltimore, and a copy of a permit issued from General Viele's headquarters to clear her for that port, both just received for my approval, and upon which I suspend action until I hear from the Department.

I do not find on file any definite instructions from the Department on the subject. I learn, however, that several vessels with merchandise were, by Rear-Admiral Goldsborough, permitted to pass the naval guard vessels. If this proceeding is approved by the Department, it may be sufficient for me hereafter to approve all similar permits issued by authority of General Dix at Fortress Monroe or of General Viele at Norfolk.

I desire instructions also for my guidance in regard to merchandise coming into Norfolk from Northern ports with or without like permits.

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

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, forbidding traffic in the blockaded region.

NAVY DEPARTMENT, *September 17, 1862.*

SIR: I have received your letter of the 14th instant, enclosing a copy of an application made to you by the president of the Norfolk Gas Company to send a quantity of shingles to the North.

No traffic in shingles, cotton, tobacco, or other articles can be permitted in the region blockaded.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, restricting all traffic in the blockaded region.

NAVY DEPARTMENT, *September 18, 1862.*

SIR: Your No. 25 has been received. You will allow no vessel to import or export merchandise into Norfolk, Elizabeth River, or any port of the country blockaded. Beaufort, in North Carolina, is the only port open for general traffic within the limits of the North Atlantic Squadron, and you will not regard what are called "permits" from any officer except the Secretary of the Treasury, War, or Navy as authorizing the ingress or egress of any vessel in violation of the blockade.

The schooner *Perry*, loaded with merchandise for Baltimore, can not be permitted to depart. There must be no favoritism or license for trade given to any one or more of our own countrymen to traffic within the blockaded region, or to import or export merchandise. That would be justly considered as evasion of the blockade and in bad faith. No officer of the Army or Navy is authorized to grant permits, and you will seize all vessels that are engaged in illegal traffic.

Such vessels as, under the authority of the War or Navy Department, may be engaged to carry supplies to the Army or Navy will take no return cargo. The blockade is intended to interdict all trade whatever with the country blockaded during its continuance, and should be rigidly enforced.

The permit of the provost-marshal is of no authority whatever, and you will not regard it.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk.

Proclamation of the President of the United States relaxing the blockade of the ports of Beaufort, Port Royal, and New Orleans.

MAY 12, 1862.

Whereas, by my proclamation of the 19th of April, one thousand eight hundred and sixty-one, it was declared that the ports of certain States, including those of Beaufort, in the State of North Carolina, Port Royal, in the State of South Carolina, and New Orleans, in the State of Louisiana, were, for reasons therein set forth, intended to be placed under blockade; and whereas the said ports of Beaufort, Port Royal, and New Orleans have since been blockaded; but as the blockade of the same ports may now be safely relaxed with advantage to the interests of commerce:

Now, therefore, be it known that I, Abraham Lincoln, President of the United States, pursuant to the authority in me vested by the fifth section of the act of Congress approved on the 13th of July last, entitled "An act further to provide for the collection of duties on imports, and for other purposes," do hereby declare that the blockade of the said ports of Beaufort, Port Royal, and New Orleans shall so far cease and determine, from and after the first day of June next, that commercial intercourse with those ports, except as to persons, things, and information contraband of war, may from that time be carried on, subject to the laws of the United States and to the limitations and in pursuance of the regulations which are prescribed by the Secretary of the Treasury in his order of this date, which is appended to this proclamation.

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

[L. S.] Done at the city of Washington, this 12th day of May, in the year of our Lord one thousand eight hundred and sixty-two and of the Independence of the United States the eighty-sixth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

Regulations relating to trade with ports opened by proclamation.

TREASURY DEPARTMENT, May 12, 1862.

1. To vessels clearing from foreign ports and destined to ports opened by the proclamation of the President of the United States of this date,

namely, Beaufort, in North Carolina, Port Royal, in South Carolina, and New Orleans, in Louisiana, licenses will be granted by consuls of the United States upon satisfactory evidence that the vessel so licensed will convey no persons, property, or information contraband of war either to or from the said ports, which license shall be exhibited to the collector of the port to which said vessels may be respectively bound, immediately on arrival, and, if required, to any officer in charge of the blockade; and on leaving either of said ports every vessel will be required to have a clearance from the collector of the customs, according to law, showing no violation of the conditions of the license. Any violation of said conditions will involve the forfeiture and condemnation of the vessel and cargo, and the exclusion of all parties concerned from any further privilege of entering the United States during the war for any purpose whatever.

2. To vessels of the United States clearing coastwise for the ports aforesaid licenses can only be obtained from the Treasury Department.

3. In all other respects the existing blockade remains in full force and effect as hitherto established and maintained, nor is it relaxed by the proclamation except in regard to the ports to which the relaxation is by that instrument expressly applied.

S. P. CHASE,
Secretary of the Treasury.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the restriction of traffic.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 18, 1862.

GENERAL: The president of the Norfolk Gas Company recently applied to me, through General Viele, to send a quantity of shingles to the North. This application was promptly referred to the Navy Department, and in reply I am instructed that "no traffic in shingles, cotton, tobacco, or other articles can be permitted in the region blockaded."

I have the honor to be, general, very respectfully, yours,
S. P. LEE,
Acting Rear-Admiral.

Major-General JOHN A. DIX,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the provision of official certificates to army transports.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 18, 1862.

SIR: The instructions from the Navy Department, of which I informed you to-day, make it necessary that I immediately direct the naval vessels on guard duty not to allow any steamer or sailing vessel to pass in or out of this harbor and these waters unless she is in the service of the Army or Navy, and has nothing on board except the United States mail or United States troops, public property, viz, army or navy stores and supplies. In respect to all army transports I respectfully request that you will cause each to be supplied with an official certificate, stating the name of the transport, that she is in the

service of the Army, and that she has nothing on board for traffic. Such a certificate should be left with the officer of the navy guard vessel by every steamer or vessel passing either way.

I further request to be informed of the name and official position of the officer at Norfolk and at Fortress Monroe whom you may authorize to issue these certificates. All vessels without such a certificate will be liable to detention.

Whilst I desire to carry out my instructions with fidelity, I need not assure you of my further wish to do so in accordance with your official convenience.

I have the honor to be, respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Major-General DIX,
Commanding Seventh Army Corps, Fort Monroe, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting a copy of a letter to the Secretary of War requesting authority to grant permits.

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., September 19, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of your two communications of the 18th instant.

I have directed the provost-marshal, Captain William E. Blake, to give the certificates you require. I shall, however, call the attention of the Government to the instructions you have received from the Navy Department, and ask that some action may be had on my communication of the 4th instant to the Secretary of War, of which I enclose a copy.

You may be assured that until some proper system of intercourse with Norfolk is established, so that the people may receive what they need for their subsistence and comfort, I shall interpose no obstacle to the execution of those instructions, but, on the contrary, shall do all in my power to aid you in carrying them out.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., September 4, 1862.

SIR: Immediately after I was placed in command of the troops at this post and in the vicinity I called the attention of the Government to the destitute condition of the 20,000 people of Norfolk, arising from the interruption of their commercial intercourse while the rebels were in possession of the city, and the system of exclusion which was adopted after it was captured by us and which I found in force. I recommended a total change of regimen on grounds of humanity as well as policy. I thought it due to ourselves as generous conquerors to put an end to the restrictions which, under the insurgents, were a matter of constraint, but which we continued as a matter of choice, and to afford a free ingress to the necessaries and comforts of life, of which the inhabitants

were in extreme need. My recommendations were adopted only to a limited extent. Eight vessels were permitted by the Secretary of the Treasury to proceed there with cargoes. Nearly three months have elapsed and the people are even more destitute than they were when they came under our dominion. The suspension of business to a great extent necessarily compels them to live on what they have saved instead of their daily earnings, which are for the most part cut off; and they are constantly becoming, by the consumption of their savings, less able to pay high prices. Besides, the nonintercourse we are keeping up has, by excluding supplies, rendered the city entirely destitute of many of the essential articles of subsistence. They are not to be had at any price. This infliction, and it is a serious one, falls on the loyal as well as the disloyal, and it is certainly not calculated to add to the number of our friends or diminish the number of our enemies. I advised a liberal treatment for all, punishing where any open hostility to the Government was shown.

I do not understand that this view of the subject was disapproved by the Government, but from a communication recently received from the Treasury Department a difficulty is supposed to exist in the fact that Norfolk is "within the section of the country affected by the blockade."

It is respectfully suggested that since the capture and occupation of Norfolk by the military forces of the United States the principles of public law applicable to blockaded ports are no longer in force there. It is not a case of complete conquest, in which we must look to our constitution and laws for the authority which we exercise, but is a case in which the place is held by the right of military occupation, in which we are exercising the powers given by the laws of war, and in which we may further accord to the inhabitants privileges not strictly conferred by those laws. Rear-Admiral Goldsborough, who lies in the harbor in the *Minnesota*, is not there to enforce the blockade, but to enforce the military occupation.

That this is the view taken by the Government I can not doubt, for certainly the right to grant the permits given by the Secretary of the Treasury to introduce eight cargoes of merchandise for general traffic is not to be found in the laws of blockade, which imply a naval force on the part of one belligerent and a closed port on the part of another.

I do not overlook the fact that Norfolk is a recovered possession and that we hold it theoretically to be now and always to have been a part of the United States. But we do not act on this assumption, for if we did we should extend our civil jurisdiction over it and set in motion the customary machinery of administration. On the contrary, we govern it by military force and treat it for all practical purposes as a conquest. Under the rule of military occupation therefore, we may, without being questioned by neutrals, admit any intercourse with our own citizens or any portion of them essential to the maintenance of our authority or to the preservation and comfortable support of those whom we have subjected by our power. It is on this principle, I suppose, that the limited right to trade has been conferred in a few instances on particular individuals.

I beg leave further to suggest whether permits of this description, granted to afford to the inhabitants of the town or districts thus subjected and held by force the means of subsistence, should not be given by the military commander; whether they can with propriety come from the Secretary of the Treasury, who is at the head of a civil Department, and whose functions in respect to revenue and commerce are wholly inapplicable to conquered territories governed by the laws of

war. It seems to me that the other function is incident to the right of military occupation and not to be defended on any other ground.

Should this view of the subject be concurred in, I respectfully request that I may be authorized to grant permits to vessels to go to Norfolk with such supplies as I deem indispensable to save the inhabitants from suffering by hunger and cold; and that Rear-Admiral Goldsborough be directed to respect the permits thus granted by me.

In regard to the justice of this measure, there are considerations, already briefly alluded to, which address themselves to us with great force. The people of Norfolk are cut off by our occupation of the place from their former sources of supplies. We have surrounded them by a chain of sentinels and have interdicted trade with the insurgent States, from which they could always draw at some price the necessaries they needed. They are in worse condition in this respect now than they were under the Confederates. And it is submitted whether on every principle of justice to them and to ourselves we should not allow them the privilege of obtaining what they need from the loyal portions of the Union. It seems to me that we are bound to do this, or to let them pass through our lines into the insurgent States.

The enclosed letter from Brigadier-General Viele, the military governor of Norfolk, states the case with great brevity and force, and I commend it to the attention of the Government.

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

JOHN A. DIX,

Major-General.

Hon. E. M. STANTON,
Secretary of War.

[Subenclosure.]

NORFOLK, VA., *September 2, 1862.*

GENERAL: There are two questions connected with the administration of affairs in this city and Portsmouth which are becoming a source of embarrassment to me. The one is the procurement of supplies for those who have the means and the other the supplying of those who have not the means.

We are, in point of fact, holding here in custody about 20,000 people. We must either let them feed themselves or we must feed them.

The opening of the port for a restricted trade seems to me to be a measure of necessity to save the Government from great annoyance.

Food must be allowed to come in or the people will starve. If food is allowed to come in the products of the surrounding country must be allowed to go out to pay for it. Again: There is a large class of persons here who have no means to purchase food if it were here. These are mostly willing to go away to the neighboring counties and to North Carolina if allowed to do so. They are helpless women and children, who are begging daily at my headquarters for food. Those who are too poor to go, or who have no friends, may be supported by levying contributions upon those who have the means.

I have always considered that the only point to be attained here was perfect tranquillity; this has been secured so far. In order to continue it, the steps I have referred to appear to be necessary.

Very respectfully, your obedient servant,

EGBERT L. VIELE,

Brigadier-General, Commanding.

Major-General DIX,
Commanding, etc., Fort Monroe.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding precautions exercised.

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., September 25, 1862.

ADMIRAL: I have sent the passes designed for Norfolk to Captain J. H. Liebenau, provost-marshal, who will sign them for vessels coming from that port. Captain Blake will sign passes for vessels going from this post.

The mail and transport vessels are subject to a strict examination, and nothing is permitted to go in them except supplies for the Army or articles belonging to individuals not designed for traffic. An account of everything carried in these vessels is kept by the captain of the port. By these precautions there can be no traffic with Norfolk, except such as is carried on under the regulations which I sent to you.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence relative to the construction of rules regarding permits.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 2, 1862.

SIR: I beg leave to refer the matter embraced in the enclosed copies of correspondence between General Dix and myself for the consideration and decision of the Department. The schooner *Marblehead* waits to take out a cargo of merchandise. General Dix seems to think that Mr. Chase's letter allows this, and any amount of trade the military authorities may approve in clearing vessels.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 1, 1862.

ADMIRAL: I have the honor to enclose a copy of the notice you sent me.

I also enclose a copy of a letter from the Secretary of the Treasury in regard to a vessel detained at Norfolk. You will observe that the right of the military commander to clear a vessel from a blockaded port, the vessel having arrived there under a proper clearance, is distinctly admitted. This will relieve the question of supplies for Norfolk of a good deal of difficulty. The Secretary of the Treasury has granted a permit for a very large quantity of necessaries—among other items 2,000 tons of coal. The inhabitants have no money, or at least none which the importers will take. They must therefore pay in the products of their labor—tobacco, shingles, sweet potatoes, etc. Under the decision of the Secretary of the Treasury they may do so, and I trust,

as the right to regulate commerce resides in the Treasury Department, that you will not consider your instructions from the Secretary of the Navy as conflicting with this decision. This rule has always been recognized heretofore. On the return of a vessel entering Norfolk under the authority of the Treasury Department with merchandise, I have authorized her to be cleared, with a cargo of agricultural products, to any port of entry in a loyal State. Were it otherwise the permit to carry necessaries there would be a mockery. The case of the *Marblehead* is precisely in point, for she was regularly cleared for Norfolk and is laden with staves and headings for a return cargo. The Secretary, you will notice, does not decide her case as a special one, but states the rule which covers it.

The *Delaware*, which has taken the place of the *Morse*, is precisely what we want. With the *West End*, a heavy tug which I have armed, we shall have an efficient river defense. I do not know what instructions you have given the commander of the *Delaware*, and I will be much obliged to you if you will request him to act, in conjunction with the *West End*, under the directions of Major-General Peck, who will be advised of all exigencies as they arise and know how to meet them.

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

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

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TREASURY DEPARTMENT, *September 27, 1862.*

SIR: I have received your letter* of this date respecting the detention of the schooner *Marblehead*.

All permits for vessels to proceed to any of the blockaded ports are issued by this Department, upon the authority of the War or Navy Department, and no collector of the customs is authorized to clear a vessel to any such port, unless he is specially instructed to do so by this Department, under the above authority.

When a vessel has been thus cleared and arrives at a blockaded port, her clearance from that port is entirely within the discretion of the military authorities in command at such point, and this Department has no jurisdiction in regard to such clearances. When such clearances have been granted, however, by the military authorities, such clearance will be respected by the custom-house officers on the arrival of the vessel, and they have been so instructed.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

C. H. CUTTING, Esq.,
Washington.

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U. S. FLAGSHIP MINNESOTA,
Off' Newport News, Va., October 2, 1862.

GENERAL: Your communication of the 1st instant is received. I do not see that the letter of the Secretary of the Treasury to Mr. Cutting, respecting the schooner *Marblehead*, allows anything more than that

* See p. 36.

she may be cleared without a cargo of merchandise. This view is consistent with my instructions of September 18 from the Secretary of the Navy, which I read to you, and the substance of which I wrote to you on the 23d ultimo. The conclusion you arrive at and the course you propose seem to me to be clearly in conflict with my orders.

Your communication and this reply will, however, be referred to the Department for its consideration and decision.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fort Monroe, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the clearance of vessels from Norfolk.

NAVY DEPARTMENT, *October 4, 1862.*

SIR: I have received your No. 55, enclosing copy of correspondence between General Dix and yourself, in reference to the clearance of vessels from Norfolk.

Your decision in the matter is correct and in conformity with instructions and the war rule of the blockade. There must be no traffic, no return cargo. Supplies may be conveyed to the troops, but not to the people of Norfolk and Virginia.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, regarding a conflict of authority relative to the clearance of merchant vessels.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 9, 1862.

SIR: I have the honor to state that on the 6th instant the schooner *William Penn*, of Beverly, Mass., with a cargo of 6 bales canvas, 10 bales old rope, 1 barrel brass, 78 packages tobacco, and 33,870 staves, was stopped by the guard vessel at Norfolk, and is still detained. She was cleared by order of Brigadier-General Viele on account of Messrs. Clarke & Woodward, of Boston, Mass. I await the instructions of the Department in this case.

In this connection I beg leave to inform the Department that immediately upon the receipt of its instructions to me of the 4th instant, in answer to my No. 55, I communicated the substance of them to General Dix, in a letter (October 6), of which the enclosed is a copy (A). On the same day the general replied to me (see B, enclosed) that the vessel concerning which I had asked for and received the above-mentioned instructions had been permitted to leave Norfolk with a cargo, "under a permit and under a rule prescribed by the Secretary of the Treasury," the "permit" being from General Viele's headquarters and the "rule" ascertained or constructed by General Dix from Secretary Chase's letter of the 27th ultimo to Mr. Cutting, which, as you have instructed

me, justified no such rule as that the Army may clear from here with cargoes of merchandise vessels which brought army supplies. There seems to be a great disposition to carry on trade here under army facilities.

I would respectfully ask if the letter I addressed yesterday to General Dix, a copy of which (C) is enclosed, meets the case properly and obtains the approbation of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 6, 1862.

GENERAL: Your communication to me of the 1st instant and its enclosures, with my reply in copy, were referred to the honorable Secretary of the Navy. In reply thereto the Department writes that my decision in the matter is correct, and in conformity with instructions and the law of blockade; that there must be no traffic—no return cargo; that supplies may be conveyed to the troops, but not to the people of Norfolk and Virginia. I respectfully request your aid in your department in putting a stop to all further attempts to violate the blockade and the instructions of the Department, which I have the honor to communicate to you.

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

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fort Monroe, Va.

B.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 6, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of this date, and to say in reply that I shall do all in my power hereafter, as I have heretofore, to aid you in preventing any commercial intercourse with Norfolk except such as is permitted by the Secretary of the Treasury, under special permit, granted in conformity to the printed regulations concerning internal and coastwise intercourse, of which I sent you a copy. I have not, since I received those regulations, granted permission to any vessel or any merchandise to leave this post for Norfolk, except in compliance with them. The terms of the instructions granted by you as having been received from the Navy Department are so broad that I desire, in order to understand the interpretation you put on them, to make a few enquiries for my own guidance. They state that "supplies may be conveyed to the troops, but not to the people of Norfolk." Do you understand this

declaration to include supplies of merchandise cleared for Norfolk under the regulations referred to, and intended for the people, and not for the troops? The instructions also declare that "there must be no traffic, nor return cargo." Do you understand that you are to prevent the traffic carried on under special permits from the Secretary of the Treasury, and in conformity to the regulations?

The *Marblehead* was allowed to return from Norfolk with a cargo, under a permit and under a rule prescribed by the Secretary of the Treasury. If another vessel with a "return cargo" should, under this rule, be cleared for a Northern port by a permit from the commander of the military department, would you consider it your duty to stop her under your instructions from the Navy Department? If under your instructions "no traffic" is allowed, what "trade in or shipment of cotton or other merchandise conducted in pursuance of such regulations" are referred to and authorized by the order of the Secretary of the Navy, page 8 of the pamphlet edition of the regulations. A gentleman has exhibited to me a permit from the Secretary of the Treasury on the certificate and request of the Secretary of War, to carry a large quantity of supplies to the people of Norfolk. Among other items are 2,000 tons of coal, of which only 160 tons have been delivered. Do you consider your instructions as requiring you to stop the remaining 1,840 tons of coal, and the other supplies enumerated in the permit? I make these enquiries not only because I desire to understand your own views distinctly, but because the instructions you have received, if taken literally, seem to me to be inconsistent and in conflict with the regulations which both the War and Navy Departments have sanctioned. In a word, I do not see how any traffic should be provided for and regulated if "no traffic" is allowed.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

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C.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 8, 1862.

GENERAL: I have the honor to acknowledge the receipt, yesterday, of your communication dated the 6th instant. I see no difficulty in executing my instructions from the Navy Department (the substance of which I communicated to you under date of September 18 and 23, and October 6, in connection with the printed regulations to which you refer). Permits given by the Secretary of the Treasury will be respected, but not, given by any other officers. No vessel will be allowed to pass the guard vessel with merchandise until her permit and manifest have been examined by me, or, in my absence, by the senior officer, and found to be duly authorized. A vessel attempting to pass under an unauthorized permit will be seized and the facts reported to the Navy Department. Vessels with army supplies will be passed, under a certificate from headquarters that they contain only army supplies and no merchandise. This certificate to be left with the guard vessel. In either case the paper justifying admission will be forwarded to the Navy Department. By my communication of October 6 you were

informed that the Navy Department, after seeing a copy of your letter of October 1, and of its enclosed copy of Secretary Chase's letter of September 27 to Mr. B. H. Cutting, decided that the *Marblehead* was not authorized to take a return cargo. The report made to me from the guard vessel was, that the *Marblehead* passed out in ballast. I am now surprised to learn from you that she was allowed to return from Norfolk with a cargo under a permit and under a rule prescribed by the Secretary of the Treasury. I know not who gave such a permit; neither it nor a rule for it can be found in the above-mentioned copy of Mr. Chase's letter to Mr. Cutting. The proceeding was a manifest violation of the blockade. It is my duty to state the facts to the Department. I beg leave to suggest that the War or Treasury Department can best explain any part of the printed instructions not distinct to you. Perhaps your embarrassment arises from considering that the port of Norfolk, the blockade of which has never been raised by proclamation of the President, is to be regarded as on the same footing as the ports of Beaufort and New Orleans.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fort Monroe, Va.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, approving his course in the restriction of traffic.

NAVY DEPARTMENT, *October 11, 1862.*

SIR: I have received your No. 71, enclosing copy of correspondence between General Dix and yourself.

Your letter of the 8th instant to General Dix, and the course pursued by you in regard to traffic and the ingress and egress of vessels, are correct and in conformity with your instructions and your duty. Until the blockade is raised or modified it must be strictly maintained.

That there is distress in Norfolk and the whole insurrectionary region I doubt not. The object of the blockade is to destroy their traffic while in rebellion. The relief is in the hands of the people who have only to be loyal to be relieved. The case is not one of sympathy, but of duty.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. N. Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with army authorities.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 11, 1862.

SIR: I beg to enclose herewith a copy of a communication from General Dix, dated October 9 (A), and of my reply, dated October 10 (B), showing some irregularities, in violation of the blockade and of my instructions, which occur under army facilities.

General Dix will, I hope, now afford me some relief from such unnecessary embarrassment.

I respectfully ask instructions of the Department in regard to the schooner *Conrad Fox*, alluded to in my letter (B) to General Dix.

I have the honor to be, sir, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Port Monroe, Va., October 9, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 8th instant, in reply to mine of the 7th, and am happy to know that the instructions of the Secretary of the Navy, declaring that "no traffic" should be permitted with Norfolk, is not considered as interfering with traffic by permits given under the regulations concerning coastwise intercourse, etc.

In regard to the schooner *Marblehead*, the permit to pass was given at Norfolk in the letter of the Secretary of the Treasury of the 27th September, written in reply to one from Mr. Cutting, asking a clearance for the vessel and a return cargo, as was stated by him, although the return cargo is not mentioned in the Secretary's answer. I have sent to Washington to ascertain whether it was mentioned in Mr. Cutting's letter which the Secretary acknowledges. The *Marblehead* was cleared before any notice of the view taken by the Secretary of the Navy was received. Why she was reported to you as cleared in ballast, I can not imagine.

I have brought the whole subject of traffic with Norfolk before the Government, and trust that it will be disposed of in some satisfactory mode. Among other questions I have specifically referred to is that of return cargoes. In the meantime I shall act in strict conformity to the regulations.

I have just learned that a permit was granted yesterday in my absence, at the request of General Viele, to a schooner laden with coal and lumber for Norfolk, and that the captain of the guard boat, after allowing her to pass, sent to Norfolk to recall her. I have directed her to be sent back as he requests. I have not seen her papers, but believe that the permit was improperly granted by Captain Millward. The schooner came here with a regular clearance for Norfolk, as I am informed, but the permit of the Secretary of the Treasury was wanting. I shall see that there is no recurrence of this irregularity.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—I have, on reflection, thought best to notice briefly the suggestion in your letter, that "the War or Treasury Department can best explain any part of the printed instructions, not distinct," to me. I believe I have a perfectly distinct understanding of them. The questions I proposed to you were made for the purpose of ascertaining how

you understood them, with a sincere desire to obviate all misunderstanding between us in carrying them out, and if we disagreed, to ask the decision of the proper authority.

The grounds I have taken with the Government are, briefly, these:

1st. That Norfolk is not a blockaded port; that it lacks the fundamental condition of a blockade—hostile possession.

2d. That if it were a blockaded port, the traffic allowed under the regulations concerning “coastwise intercourse” is in violation of the laws of blockade recognized by civilized states. No nation can shut out neutrals from intercourse with a blockaded port and allow intercourse with it to its own people.

3d. That Norfolk, not being a hostile possession, but held as a military occupation, we are free to allow so much traffic as is necessary for military purposes and to prevent those whom we have subjected to our power from suffering by hunger or cold, a duty dictated by the commonest principles of humanity; and that it is on these conditions only that the traffic allowed under the regulations can be justified.

I do not state these views with a desire or the expectation of influencing your own, but to advise you frankly of the grounds I have taken. I deem this frankness due to the relations between us.

I have instructed the provost marshal at Norfolk to issue no permits to vessels with return cargoes or to vessels desirous of exporting domestic or other products until the decision of the Government is known.

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B.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 10, 1862.

GENERAL: I have the honor to acknowledge the receipt to-night of your communication of the 9th instant.

The words “no traffic” to which you refer, related to such unauthorized traffic as in the case in hand—that of the schooner *Marblehead*, but did not revoke my previous instructions to respect the permits of the Treasury, War, and Navy Departments. I have seen but one duly authorized permit, viz, that given by the War Department at the instance of the Peruvian minister to the agents of the Peruvian Government to reship from Norfolk the guano belonging to that Government, which permit was immediately respected by me.

If Mr. Cutting applied for, and the Treasury Department did not give him, a permit to take a return cargo in the *Marblehead*, it was a virtual refusal of such a permit by that Department, instead of being a permit to take a return cargo, as construed and carried out by General Viele. The Secretary of the Treasury only ruled that the *Marblehead*, the vessel only, might be cleared (have “permission to sail”), not with a cargo, and did not, I respectfully submit, authorize her being cleared, as she was, with a return cargo, under a military permit, purporting to be based on a rule of the Treasury Department, which can not be so construed from the copy you sent me of Mr. Chase’s letter to Mr. Cutting, of September 27. This military permit for a return cargo was, I beg leave to remind you, in conflict with my instructions from the Navy Department, which I had the honor to communicate to you on the 23d (24th) of September, six days previous to the sailing of the *Marblehead*.

It appears that the schooner *Conrad Fox*, which you say came to Fort Monroe, loaded with coal and lumber for Norfolk, did not, as you were informed, come to Fort Monroe with a regular clearance for Norfolk. The captain of this schooner informed Captain Case to-day that he had no clearance or manifest, as there was no custom-house officer at Havre de Grace to issue them. Besides her enrollment and license for coasting trade, she had nothing but a bill of lading, dated Havre de Grace, September 27, 1862, for 85 tons of coal and 5,000 feet of cullings (lumber), to be delivered to Kimberly Brothers, at Norfolk, Va. On the back of this bill of lading are the following endorsements:

HEADQUARTERS,
Norfolk, Va., October 8, 1862.

Permission is hereby given to Messrs. Kimberly and Bros. to receive from Fortress Monroe 85 tons of coal for schooner *Conrad Fox*.

By order of Brigadier-General Viele:

J. H. LIEBENAU,
Assistant Adjutant-General and Provost-Marshal

Approved and permitted.
JAMES MILLWARD,
Captain Port, etc.

Lumber is included in the above permit from Norfolk.

EGBERT L. VIELE,
Brigadier-General.

Whilst the *C. Fox* had no special permit from the Treasury, War, or Navy Department to trade, and not even the usual custom-house clearance, the military facilities shown by these endorsements were, I regret to find, given to her to trade here in violation of the instructions of the Government, which I had duly and seasonably communicated to you. The *C. Fox* was boarded by an officer from the *Victoria* (guard vessel) near Norfolk on the 8th, and her papers examined and found informal. When this officer returned and made his report to the commander of the *Victoria*, the latter immediately dispatched a boat to bring the *C. Fox* back, but she got to the wharf at Norfolk before the boat could reach her, when the provost-marshal interfered and claimed control of the vessel. He delivered her up on the 9th instant, by your order, and I am relieved by your assurances that there shall be "no recurrence of this irregularity."

I am gratified that the provost-marshal at Norfolk has instructions "to issue no permits to vessels with return cargoes, or to vessels desirous of exporting domestic or other products, until the decision of the Government is known."

In my reply of the 8th to yours of the 7th, whilst wishing to avoid all discussion about the policy of the blockade here, I endeavored to meet the scope of your questions by stating what my instructions, which I had sometime communicated to you, required me to do.

Allow me, in conclusion, to thank you for the frankness with which you have communicated to me your views, and to say that whatever may be the determination of the Government upon the points you have presented, it will be my duty and effort at all times to carry out faithfully my instructions from the Department, and in the manner most convenient to the administration of your branch of the public service.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Aotg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, regarding the schooner *Typhoon*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, October 12, 1862.

SIR: I received to-night yours of the 11th instant reporting that the *Chesapeake* leaks badly. If this vessel is in distress, let her go up to Norfolk to stop her leak.

I return the papers of the schooner *Typhoon* (received to-night with your report of the 11th instant); hand them to the master of that vessel. Tell him that he can not have intercourse with the blockaded port of Norfolk without a permit from the Navy Department, to which the owners of the steamboat *William Selden* should apply if they wish to wreck their steamer, which it is alleged was seized by the rebels and which it is known was burned when Norfolk was evacuated. In the meantime you will not detain the schooner or allow her to go into Norfolk.

I infer from your report that you have no knowledge but from the verbal statement of the master of the *Typhoon* as to his object. As soon as the tugs are repaired, I will send you one that you may communicate promptly with me; in the meantime send an officer with your report, in case of detention, by the first boat to Fortress Monroe, whence he can come here in our morning or evening mail boat and be returned promptly to you. I desire you to afford the Army every facility consistent with your instructions, promoting as far as you can the convenience of that branch of the public service.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. A. BABCOCK,
Commanding U. S. S. Morse, Norfolk, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for the release of the schooner *Conrad Fox*.

NAVY DEPARTMENT, *October 13, 1862.*

SIR: I have received your No. 77, dated the 11th instant, enclosing copy of correspondence between General Dix and yourself, and asking instructions in regard to the schooner *Conrad Fox*.

The permit for the *Conrad Fox* was unauthorized, and she should not land or receive cargo. But as she acted under supposed authority, and intended no violation of the blockade, she should, in justice, be released.

The rule which General Dix applies to Norfolk, denying that it is a blockaded port, would exempt any port and the whole coast, with the exception of Wilmington and Charleston, from blockade, for all are held by military occupation.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. N. Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with army authorities regarding permits issued to merchant vessels.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 12, 1862.

SIR: I transmit enclosed a communication to me from Major-General Dix, dated October 11, enclosing a copy of a letter, dated September 27, to the Secretary of the Treasury from Mr. C. H. Cutting, and my reply to General Dix, dated October 11.

I respectfully invite the attention of the Department to the grave position assumed by General Dix in direct opposition to the orders of the Government, as conveyed in my instructions from the Navy Department of September 17 and 18 and October 4, the substance of all of which I duly communicated to General Dix; and I beg to have your decision on my enclosed reply to General Dix's notice.

I have yet seen but one regular permit from the Treasury, War, or Navy Department allowing merchandise to pass this blockade, and this was given by the War Department to allow some guano at Norfolk, belonging to the Peruvian Government, to be reembarked, as reported to you in my No. 49.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Endorsement.]

The course of Admiral Lee is correct. Vessels must not be permitted to pass the blockade for trading purposes on General Dix's request. The Secretary of War will, however, send for General Dix to visit Washington with a view to adjust this matter.

W[WELLES.]

[Enclosure No. 1.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, October 11, 1862.

SIR: I have the honor to enclose the copy of Mr. Cutting's letter on which the schooner *Marblehead* was cleared, "with her cargo," by the direction of the Secretary of the Treasury, a copy of whose letter you have. In the latter, a rule is prescribed for like cases. I have, therefore, to advise you that I shall, on application, clear with return cargoes from Norfolk vessels which go there with permits from the Secretary of the Treasury, in conformity with the regulations concerning coast-wise intercourse, etc.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Subenclosure.]

TREASURY DEPARTMENT, *September 27, 1862.*

SIR: Captain E. S. McAllister, of schooner *Marblehead*, received a permit from the provost-marshal at Norfolk to come from the Rip Raps, where he had discharged a cargo of bricks for the Government, and

load with staves and headings for myself, Admiral Lee having already given a verbal promise to clear my vessels upon Captain Case's informing him that Admiral Goldsborough had granted me similar privileges. The permit to "purchase and ship" was granted by the provost-marshal (Captain J. H. Liebenau), and in good faith I proceeded with the business, and he approved the manifest as usual. Before the manifest was presented on board the *Minnesota* I started for New York, when, upon arrival there, learned of the schooner's detention, and received from Admiral Lee the following telegram in reply to a letter asking information:

It will be necessary for you to get me an order from the Secretary of the Treasury to clear schooner *Marblehead* with her cargo.

The authorities gave permission for the transaction, which was in every respect properly performed, and I make this appeal to secure a clearance for the vessel and her cargo, as nothing was done contrary to any known law.

With respect, I remain, very respectfully, yours,

CHURCHILL H. CUTTING.

HON. S. P. CHASE,
Secretary of the Treasury.

[Enclosure No. 2.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 11, 1862.

GENERAL: I have the honor to acknowledge the receipt this afternoon of your communication of this date, enclosing a copy of Mr. Cutting's letter of September 27, 1862, to the Secretary of the Treasury. There is an inaccuracy in Mr. Cutting's letter which requires a prompt correction at my hands. Mr. C. came on board to enquire if his vessel (not vessels), with lumber, could pass the guard vessel. I had but recently assumed this command, and not being familiar with the state of affairs enquired of Captain Case, captain of the fleet, for information about the matter, and was informed in reply that Admiral Goldsborough had allowed Mr. Cutting's vessels to pass, and Captain Case said he believed Mr. Cutting was one of several firms who were trading here under a permit from the Secretary of the Treasury. It was upon this understanding of the case that I assented not to interrupt what seemed usual and proper. But it is incorrect in Mr. Cutting to assert that I "granted" him the "privilege" of trading. I never meant to do any such thing. On the 18th September I received instructions from the Secretary of the Navy, in reply to the application of the gas company, "that no traffic in shingles, cotton, or tobacco could be permitted here." I immediately sent Captain Case and Mr. Saltonstall on shore to inform General Viele of the Department's answer to the gas company, and directed him to inform Messrs. Catlett & Moore and Mr. Cutting that trade here was not allowed. Captain Case learned from the provost-marshal that Mr. Cutting had gone North the evening before, and the provost-marshal said he could not direct Captain Case where he could find Messrs. Catlett & Moore, but he would notify them of this order of the Department. The *Marblehead* sailed under a military permit purporting to be under sanction of the Treasury Department on the 30th of September. Captain Case has read and endorses this statement. In reply to your notice to me that you shall, on application, clear with return cargoes from Norfolk vessels which go there with

permits from the Secretary of the Treasury in conformity with the regulations concerning coastwise intercourse, etc., I have to inform you that it will be my duty, under my instructions, to pass any vessel into Norfolk with a cargo of merchandise showing me a permit therefor from the Secretary of the Treasury; and that it will also be my duty, under my instructions, to seize any vessel passing out of Norfolk with a cargo of merchandise under a permit from you. In your communication to me of the 9th instant you say: "I have brought the whole subject of traffic with Norfolk before the Government and trust that it will be disposed of in some satisfactory manner;" and you also say in the same communication: "I have instructed the provost-marshal at Norfolk to issue no more passes to vessels with return cargoes or to vessels desirous of exporting domestic or other products until the decision of the Government is known." I sincerely trust, general, that you will adhere to this considerate course. You know my instructions, and my duty is to obey them.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, submitting his action regarding permits in the case of the schooners *Chesapeake* and *Typhoon*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 13, 1862.

SIR: I would respectfully state that the schooner *Chesapeake* was, on the 10th instant, stopped by the guard vessel at Norfolk while inward bound under a pass from the captain of the port (whose signature was not recognized as an authority by any previous arrangement), dated the 6th, and given by command of Major-General Dix. The pass stated that her object in going to Norfolk was to receive repairs, and not to engage in trade in any manner. I directed the commander of the guard vessel to send the schooner back to Fortress Monroe, and informed General Dix of my action and of the irregularity of the pass, suggesting the propriety of sending her to Baltimore for repairs, if she was not in distress, and begging that the facilities for repairs at the ship yards under army control at Norfolk might be reserved, as far as practicable, for the use of the Navy, which had been greatly in need of such facilities on several occasions and embarrassed by consequent detentions, Gosport navy yard not being available for purposes of refitting and repairing. The vessel has since been reported as leaking badly, and I have directed the commander of the guard vessel to allow her to pass up to Norfolk, if she is in distress, to stop her leak.

The schooner *Typhoon* was stopped on the 11th by the guard vessel while in tow of an army tug. She had no certificate from headquarters. The masters of the schooner and of the tug verbally informed the boarding officer that her object was to get the engines and boiler of the steamboat *William Selden*, said to have been seized and known to have been burned by the rebels when the town was evacuated. I yesterday instructed the commander of the guard vessel not to detain the *Typhoon* and not to allow her to go into Norfolk. This morning a regular pass from army authorities has been exhibited to me for this vessel, stating

that she "is in the employ of the War Department, and is without cargo." I have therefore allowed her to enter, but have caused her master to be informed that he could not pass out with the machinery of the *William Selden* without a permit from the Navy Department.

I submit my action in these two cases to the Department for its consideration.

I have the honor to add, in this connection, that in placing the *Wyandotte* below Fortress Monroe as a guard ship I have supplied her with detailed instructions, based upon my orders from the Department, to board all merchant vessels inward or outward bound, ascertain their character, and seize such as are detected in attempts to violate this blockade as it is defined to me by the Department. Inasmuch as Hampton Roads is a harbor of refuge, I have instructed the commander of the *Wyandotte* to allow vessels not bound for Fortress Monroe or Norfolk to pass in and out, but not without visitation, and briefly noting the character of their clearances and manifests, and to detain such as have broken bulk when inside. I enclose a notice* to mariners, which I have sent to the public papers for warning.

I have received to-day your letter of October 11, acknowledging the receipt of my No. 71 and its enclosures, and approving my conduct in case of schooner *W. Penn*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, regarding the transportation of merchandise by the mail boat *Pioneer*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 14, 1862.

SIR: I have the honor to enclose herewith a copy of a letter from Lieutenant-Commander C. A. Babcock, commanding U. S. S. *Morse*, on guard duty at Norfolk, Va., dated October 10, 1862; a copy of my letter to Major-General Dix, in relation to the above, dated October 11; and a copy of Major-General Dix's reply, dated October 12.

General Dix had been previously advised, as the Department is aware, by me that merchandise can not pass this blockade unless a permit therefor from the Treasury, War, or Navy Department is first shown to me.

A guard vessel below Fortress Monroe will intercept vessels attempting to pass with cargoes of merchandise. As no vessels in the employ of the Army can pass out without having a certificate from General Dix's headquarters that she has only army supplies on board, and as no such vessel can pass in without her papers from the custom-house and the quartermaster at the port from which she comes having been examined, the blockade can be enforced as regards such shipments.

But, as will appear from Lieutenant-Commander Babcock's report and General Dix's letter, considerable quantities of merchandise can be, and probably are, carried in the mail steamers which pass daily between Fortress Monroe and Baltimore, and between Fortress Monroe and Norfolk, I can require that these steamboats, which are understood to be under army control and police, should have, in passing each way,

* Not found.

a certificate from General Dix or General Wool's headquarters, as the case may be, that they are in the employ of the Army, and have no merchandise, and only army and navy supplies on board.

Should these steamboats fail to have or deliver such a certificate, shall I seize them and send the mail agent or other person in charge of the mail, with the same, on shore in a boat?

It would be a partial remedy if the War Department would order Generals Wool and Dix not to allow any merchandise or articles for traffic to be shipped on these mail steamers between Fortress Monroe and Baltimore, and between Fortress Monroe and Norfolk; it would be an effectual remedy, and a more natural state of things, if these steamboats were under navy control and police. The Navy has no sutlers, and no trade.

I respectfully request your instructions on this subject.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P S.—Enclosed I transmit copies of my instructions to the inside and outside guard vessels.

S. P. LEE,

Acting Rear-Admiral.

[Enclosures.]

U. S. S. MORSE,

Off Norfolk, Va., October 10, 1862.

SIR: I have just been informed this evening that the regular mail and passenger boat (steamer *Pioneer*) has been in the habit of carrying from and bringing to this place goods and other articles in large quantities, which are, by my orders, not allowed, and not for the use of either army or navy. Immediately upon being informed of the above, I went on board the steamer and asked the captain if this was the case. He said, "Yes," and that he had been doing so for some time by the permission of General Dix. I then told him that he must get a certificate from the provost-marshal here; that he was the regular mail and passenger boat, and that he had nothing on board except for the use of the navy and army. I also told him that he must get the same from the provost-marshal at Fortress Monroe, and that he brought up nothing except for the use of the navy or army. I told him all trade was strictly prohibited, and if he did not give me these certificates I should stop him going down and coming up, and if I found anything on board that was contraband I would seize his steamer and keep her until further orders from you. I would respectfully ask if my view of the matter meets your approbation. I would also respectfully ask that in case I should seize any vessel if I am to place any restrictions upon the captain or crew of such vessel, in allowing them to communicate with the shore? I am also informed that agents from Baltimore are in the habit of coming here in the *Pioneer* and getting vegetables, fruit, etc., and carrying them to Fort Monroe, and shipping them immediately to Baltimore, to be sold on private speculation.

I am, very respectfully, your obedient servant,

CHAS. A. BARCOCK,

Lieutenant-Commander, U. S. Navy, Commanding Morse.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, October 11, 1862.

GENERAL: Lieutenant-Commander Babcock, of the gunboat *Morse*, on duty at Norfolk, reports that the master of the *Pioneer*, mail boat between Fortress Monroe and Norfolk, says that he has been in the habit for some time, by your permission, of carrying merchandise in considerable quantities between the two places, and, as I understand, for purposes of traffic. The same officer reports to me that he is informed that agents from Baltimore are in the habit of going to Norfolk in the mail boat *Pioneer*, getting vegetables, fruit, etc., which they take to Fortress Monroe and ship immediately, to be sold in Baltimore on private speculation. I beg that you will be so good as to enquire into this matter, and forbid traffic on board these mail boats, which are under your control. You are aware that the mail boats have not been required in passing to leave the usual certificate at the guard vessel, because it was understood that they were under good military police, and would not therefore violate the blockade.

If, however, they are engaged in trade, the usual official certificate will be necessary, as in case of vessels passing the blockade with army supplies.

I have the honor to be, general, very respectfully, yours,
 S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX,

U. S. Army, Comdg. Seventh Army Corps, Fortress Monroe, Va.

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 HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, October 12, 1862.

ADMIRAL: Lieutenant-Commander Babcock is entirely mistaken in supposing that the *Pioneer* has been engaged by my permission in carrying merchandise in considerable quantities between Norfolk and this post for purposes of traffic. The only articles allowed to go in the mail boat are sutler's goods for the military forces or goods in small quantities having the requisite permit from the Treasury Department. I have given the strictest orders to the captain of the port, Captain James Millward, and am assured by him that they are rigidly enforced. I will thank you to recognize him as authorized to give permits to vessels and merchandise going to Norfolk, with the requisite permission from the Treasury Department. I am also assured by Captain Millward that no vegetables or fruit are brought here in the *Pioneer* and shipped immediately to Baltimore to be sold on speculation. The only articles of that description brought here from Norfolk are for the use of the troops and the population in the vicinity of the fort.

Captain Millward was appointed captain of the port by Major-General Wool before the capture of Norfolk. His duty is to board all vessels coming here or departing, and to supervise generally all that is done in the harbor.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., October 11, 1862.

The blockade is intended to interdict all trade whatever with the country blockaded by the North Atlantic Blockading Squadron, from the Piankatank southward to South Carolina, except the port of Beaufort, in North Carolina, which is opened to trade by the proclamation of the President.

A vessel exhibiting a permit from the Secretary of the Treasury, War, or Navy, will be allowed to pass inward with a cargo after her permit and manifest have been examined by the admiral or senior officer and found to be correct. The original or a certified copy of such permit and manifest will be taken and sent to the Navy Department. Such cargoes to include no other articles than such as are specified or obviously intended by such permits, or by the authorized manifest, except such stores as are necessary for the subsistence of the officers and crews. A vessel attempting to pass in with merchandise, and without such a permit, will be seized, her papers secured and forwarded, with a prompt report of all the facts in the case for the information of the admiral, or senior officer, and the Department. No return cargoes of merchandise passing out, except the guano at Norfolk, belonging to the Peruvian Government, under the permit from the War Department, will be permitted.

The guard vessel will retain this permit until all the guano is reshipped, and enter on the manifest the name, date, tonnage, and quantity of the guano taken by each vessel.

No other permits or passes, no matter by whom issued (as no officer of the Army or Navy can give a permit for taking merchandise in or out of this blockaded region), will be respected by boarding officers, and every vessel with such unauthorized permits or passes will be seized by order of the Navy Department as above directed. Vessels in the service of the Army, with army supplies on board, will be passed under a certificate from Major-General Dix's headquarters that they contain only army supplies and no merchandise. This certificate to be left with the guard vessel.

Certificate.]

HEADQUARTERS SEVENTH ARMY CORPS,
Fortress Monroe, (date).

The _____ is in the employ of the War Department, and has supplies for the Army only on board.

_____,
Provost-Marshal.

The master of the vessel must sign the following certificate:

I, _____, master of _____, certify on honor that there is nothing on board for trade, or any cargo or stores except such as belong to the Army, or the usual and necessary stores for the subsistence of the officers and crew of this vessel.

A similar certificate must be signed by the master of each vessel carrying out the guano belonging to the Peruvian Government from Norfolk, and by the agent of the Peruvian Government. All vessels bringing in army supplies, or a cargo under a permit from the Treasury, War, or Navy Department, must return without a cargo, unless it be exclusively of United States army property and supplies, duly vouched for in a certificate from Major-General Dix's headquarters, or is freighted with Government property from the navy yard at Gosport

by Commodore Livingston, when a like certificate from him will be necessary. In such case the master must give the usual certificate. Any vessel attempting to pass without complying with these instructions will be seized, her papers taken, and all the facts promptly reported to the admiral or senior officer, for the information of the Department.

Recognized mail steamers running regular trips between Baltimore and Fortress Monroe, and between Fortress Monroe and Norfolk, and transports with troops on board, and the regular army tugs, after they are once known to the guard vessels by their certificates from headquarters, will be allowed to pass the guard vessels without stopping, as these vessels are understood to be under regular military police and government. For the daily supplies of the army, navy, and the inhabitants of the immediate vicinity, boarding officers will allow firewood in lighters, or oysters, fish, and marketing in open skiffs and canoes to pass and re-pass the inner guard vessels, stopping each time for examination, but the guard vessel below Fortress Monroe will not allow any of these articles to pass out. Each guard vessel will keep a boarding book and also make in duplicate weekly returns every Saturday, showing the names of all vessels passing the guard vessel, date of passing, name of master and owner, cargo and tonnage, and whether in army or navy service, or, if by a special permit, of what Department, one for the admiral, the other for the Department. The permits and certificates will accompany the latter, and be numbered with the same number given the vessel in the weekly return. You will keep the guard flag hoisted all the time. These will supersede all previous conflicting instructions.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. A. BABCOCK,

Commanding U. S. S. Morse, Norfolk, Va.

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U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., October 12, 1862.

SIR: Proceed with the ——— under your command and anchor outside of Fortress Monroe, in the neighborhood of the light-boat on Willoughby's Spit, and in a convenient position for boarding all vessels coming into and leaving the roads.

The blockade is intended to interdict all trade whatever with the country blockaded by the North Atlantic Blockading Squadron, from the Piankatank River, Chesapeake Bay, southward to South Carolina, except the port of Beaufort, N. C., which is opened to trade by the proclamation of the President. All men-of-war can pass in and out without interruption; also the mail boat to and from Baltimore, which is understood to be under control of the army, in good military police, and will not attempt to violate the blockade. The masters of vessels having supplies for the army must exhibit their manifest and clearances from the custom-house at the port which he [they] left, which you will carefully examine and note if they are irregular; also note the character of the supplies for your reports. The master of the vessel must certify on honor that the supplies are for the army only, and that there is nothing else except the usual stores for the vessel and officers and

crew on board. The masters of vessels leaving Fortress Monroe, etc., with supplies for the army must leave the following certificate with you:

HEADQUARTERS SEVENTH ARMY CORPS,
Fortress Monroe, (date).

The _____ is in the employ of the War Department, and has supplies for the Army only on board.

_____,
Provost-Marshal.

Should the vessel have merchandise on board, you will detain her and promptly report all the facts for the information of the Department. No vessel can pass in or out with merchandise, except under a permit from the Treasury, War, or Navy Department, and not until such permit and her manifest have been examined and endorsed by the admiral, or in his absence, by the senior officer here. No officer of the Army or Navy can give a permit to pass a vessel in or out with merchandise or articles for traffic. Hampton Roads being a harbor of refuge, vessels not bound to Fortress Monroe and Norfolk may pass in and out for refuge when necessary, but their clearances and manifests must be examined, and their contents briefly noted. Keep a separate list of these vessels, note when they go out, but detain them if they have broken bulk when inside and report the facts. The exportation of guano from Norfolk by the agents of the Peruvian Government is allowed under permit from the War Department. Vessels laden with it will be particularly looked after by the inner guard vessels, but they should not take out any other merchandise than this guano.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

P. S.—Guard vessels will keep the guard flag hoisted all the time.

[A copy of the above sent to Commander Patterson, of the *Chocura*, York River; also to the Secretary of the Navy, October 14.]

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the interpretation of blockading instructions.

U. S. FLAGSHIP MINNESOTA,
Off' Newport News, Va., October 15, 1862.

GENERAL: In your letter of the 6th instant, making certain specific enquiries relative to my interpretation of and proposed course of conduct under my blockading instructions from the Department was, with my reply thereto of the 8th, submitted to the Navy Department for its decision.

The Department approves of my letter of the 8th instant to you of my course in regard to traffic and the ingress and egress of vessels as correct and in conformity with my instructions and duty, and instructs that until the blockade is raised or modified it must be strictly maintained. The honorable Secretary of the Navy says:

That there is distress in Norfolk and the whole insurrectionary region I doubt not. The object of the blockade is to destroy their traffic while in rebellion. The relief is in the hands of the people who have only to be loyal to be relieved. The case is not one of sympathy but of duty.

The honorable Secretary also says under date of 13th :

The rule which General Dix applies to Norfolk, denying that it is a blockaded port would exempt any port and the whole coast except Wilmington and Charleston from blockade, for all are held by military occupation.

I have the honor to be, general, respectfully, yours,
S. P. LEE,
Acting Rear-Admiral.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps.

Letter from the Secretary of the Navy to the Secretary of War regarding measures for the restriction of traffic between Norfolk, Fortress Monroe, and Baltimore.

NAVY DEPARTMENT, *October 16, 1862.*

SIR: Admiral Lee, commanding the North Atlantic Blockading Squadron, informs the Department that considerable quantities of merchandise are carried in the mail steamers which pass daily between Fortress Monroe and Baltimore, and between Fortress Monroe and Norfolk.

Unless some measures are adopted to prevent it, the practice will lead to difficulty, for, while the blockade continues, Admiral Lee has no alternative but to enforce it in good faith. He suggests that "it would be a partial remedy if the War Department would order Generals Wool and Dix not to allow any merchandise or articles for traffic to be shipped on those mail steamers plying between Fortress Monroe and Norfolk and between Fortress Monroe and Baltimore; it would be an effectual remedy and a more natural state of things if those steamboats were under navy control."

I would respectfully recommend that the recommendations of Admiral Lee in regard to orders to Generals Wool and Dix be given by the War Department.

I am, respectfully, etc.,

GIDEON WELLS,
Secretary of Navy.

Hon. E. M. STANTON,
Secretary of War.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, approving his course respecting the enforcement of the blockade.

NAVY DEPARTMENT, *October 16, 1862.*

SIR: I have received your No. 78 and No. 84, enclosing correspondence between yourself and General Dix.

Your course is correct. Vessels must not be permitted to pass the blockade for trading purposes.

The Secretary of War has been advised of your suggestions in reference to the mail boats, and recommended to give the necessary orders to General Dix as suggested by you.

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

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

Order of Acting Rear-Admiral Lee, U. S. Navy, regarding duty of U. S. picket tug.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 16, 1862.

The tug whilst on picket must keep a vigilant lookout, prepared to fire, having a responsible officer on watch with her cable ready to slip, if at anchor, but it is best to keep underway with head to tide, and her steam all ready for quick movement. The tug will be stationed from 2 to 3 miles ahead of the vessels at Newport News, each of which will in turn detail two officers to keep watch on board the tug from p. m. to a. m. twilight. Excuse the tug on picket from duty the next day.

S. P. LEE,
Acting Rear-Admiral.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the detention of the schooner *Elizabeth English*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 18, 1862.

SIR: Lieutenant-Commander Babcock, commanding the guard vessel at Norfolk, reports that he has detained the schooner *Elizabeth English*, on the ground that, excepting her enrollment and license, she had only a bill of lading, setting forth that she contained 330 tons of coal, shipped by the U. S. War Department at Philadelphia on the 2d instant, and signed "David English," whose name and office are not recognized here.

It has been agreed that vessels in the employ of the Army shall, in passing the guard vessel, leave a certificate from General Dix's headquarters, saying that she is in such employ and has only army supplies on board. The master of the tug which was towing this schooner informed Lieutenant-Commander Babcock that he asked both the assistant quartermaster and provost-marshal at Fortress Monroe for the proper certificate, and that they told him he did not want any certificate, and should not have any.

I have just informed General Dix of these facts, and have requested him to cause the usual and proper certificate to be sent to Lieutenant-Commander Babcock, provided this vessel is in the employ of the Army and has supplies only for the Army on board, and if she is not in such employ to please let me know.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding a certificate for the schooner *Elizabeth English*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 18, 1862.

GENERAL: Lieutenant-Commander Babcock, commanding guard vessel below Norfolk, reports that he has under his instructions detained the schooner *Elizabeth English*, as, excepting her enrollment and license,

she had only a bill of lading, showing that she contained 330 tons of coal, purporting to be shipped by the U. S. War Department at Philadelphia on the 2d instant, and signed "David English," who, or whose office, is not known here.

The master of the army tug which was towing the schooner up informs the commanding officer of the guard vessel that he asked the assistant quartermaster and provost-marshal at Fort Monroe for the usual certificate (viz, that the vessel is in the employ of the Army and has only supplies for the Army on board), and they told him he did not want any such a certificate and should not have any.

If the *Elizabeth English* is in the employment of the Army and has supplies for the Army only on board, I will thank you to have the usual and proper certificate to that effect sent to Lieutenant-Commander Babcock for me. If she is not in the employment of the Army, and her cargo is not exclusively for the use of the Army, you would oblige me by letting me know it.

I beg to observe that no inconvenience will be experienced by your department if the usual and proper certificate is always sent with the vessel having army supplies on board.

The commanding officer of the guard vessel below Norfolk also reports to me that he has vainly endeavored to obtain from some of the steam tugs passing to and fro between Fortress Monroe and Norfolk such a certificate as would show that they are in the employment of the Army and are only so employed. This was according to the understanding between us, as shown by my communication to you of September 18, and your reply of September 19. I respectfully request that you will now favor me with a list of the names of all the steam tugs in the employment of the Army, plying between Fortress Monroe and Norfolk, so that when once known to the guard vessel in the Elizabeth River there may be no difficulty about their passing afterwards without stopping, provided they are not towing vessels, especially such as are not in the employment of the Army, and whose cargoes are not duly certified.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fort Monroe, Va.

P. S.—The commanding officer of the gunboat *Wyandotte*, on guard duty off Fort Monroe, reports that he yesterday detained the schooner *John Francis*, loaded with merchandise and articles for traffic. The *John Francis* was bound from Fortress Monroe to Yorktown under a permit signed by your command by Captain Millward, of the Army. Her manifest, written in a large folio book, consists of miscellaneous merchandise, owned by B. F. Voorhees (name not legibly written). This afternoon a certificate was brought to me signed by your command by Captain Millward, saying that this cargo of goods (not army supplies) is solely for the use of the Fourth Army Corps, under the command of Major-General E. D. Keyes, at Yorktown. The bearer of this certificate states that Mr. Voorhees, who swears in the manifest that he is the owner of the cargo, is not a sutler in the Army, but a general trader at Fort Monroe. This certificate does not state, as is usual, that this vessel is in the employ of the Army and has only supplies for the Army on board. I am not informed that Mr. Voorhees has a permit to trade from either the Treasury, War, or Navy Department. I decline under the circumstances to accept the certificate as

sufficient to justify this vessel passing the blockade with her cargo of goods. I have reported the facts to the Navy Department.

Very respectfully, yours,

S. P. LEE.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting papers in the case of the schooner *John Francis*.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., October 18, 1862.

SIR: I have the honor to submit, herewith enclosed, copies of the papers in case of the schooner *John Francis*, detained by the commanding officer of the U. S. S. *Wyandotte*, guard vessel below Fortress Monroe.

The *John Francis* was bound from Fortress Monroe to Yorktown, under a permit signed by command of General Dix by Captain Millward, of the Army. Her manifest, written in a large folio book, consists of miscellaneous merchandise, owned by B. F. Voorhees (name illegibly written). This afternoon a certificate was brought to me, signed by command of General Dix by Captain Millward, saying that this "cargo of goods" (not army supplies) is solely for the use of the Fourth Army Corps, under the command of Major-General E. D. Keyes, at Yorktown.

The bearer of this certificate states that Mr. Voorhees, who swears in the manifest that he is owner of the cargo, is not a sutler in the Army, but a general trader at Fortress Monroe.

This certificate does not state, as is usual, that this vessel is in the employ of the Army, and has only supplies for the Army on board. I am not informed that Mr. Voorhees has a permit to trade from either the Treasury, War, or Navy Department. I declined, under the circumstances, to accept this certificate as sufficient to justify this vessel passing the blockade with her cargo of goods.

I respectfully submit my action in the premises to the consideration of the Department and await instructions. The *John Francis* is at present anchored under the guns of the *Wyandotte*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

Statement of master of schooner John Francis, stopped by the U. S. S. Wyandotte, guard vessel at Hampton Roads, when leaving for Yorktown, Va.

U. S. S. MINNESOTA,

Off Newport News, Va., October 17, 1862.

I am master of the schooner *John Francis*, of Baltimore, bound from Fortress Monroe to Yorktown, under a permit signed by Captain James Millward, jr., U. S. Army, and captain of the port. The manifest is written in a large folio book and shows the cargo to consist of miscellaneous merchandise, valued at \$2,823.23; also 6,000 feet of lumber, signed by B. F. Voorhees.

JAMES WATTS.

Witnessed by:

A. LUDLOW CASE,

Commander, U. S. Navy, and Captain of the Fleet.

The following endorsement and permit follow the manifest, viz:

I, B. F. Voorhees, owner of cargo on board schooner *John Francis*, do solemnly and sincerely swear that the articles enumerated on pages Nos. 2, 3, 4, 5, 6, 7, 8, and 9 of this book is a true manifest of cargo on board said schooner, and if any other goods other than those enumerated in this manifest should be found on board, the vessel and cargo will be seized and confiscated by either military or naval authority.

B. F. VOORHEES.

Sworn to before me this 17th day of October, 1862.

JAMES MILLWARD, JR.,
Captain Port and H[arbor] M[aster].

OFFICE CAPTAIN PORT AND H[ARBOR] M[ASTER],
Fortress Monroe, October 17, 1862.

B. F. Voorhees, owner of cargo on board schooner *John Francis*, having sworn as the law directs, the schooner is hereby permitted to proceed to Yorktown and report to Major-General E. D. Keyes, commanding Fourth Army Corps.

By command of Major-General J. A. Dix:

JAMES MILLWARD, JR.,
Captain Port and H[arbor] M[aster].

Captain Watts exhibited the license and enrollment of the schooner, a permit "to pass to Hampton [Roads] and return without molestation or interruption for one month," dated September 30, 1862, not signed, but stamped by William E. Blake, aid-de-camp and provost-marshal, "by command Major-General Dix;" also a permission for himself and Mr. Rufus King to oyster and fish in the schooner *John Francis*, with four negroes, signed by order of Brigadier-General Viele, by J. H. Liebenau, assistant adjutant-general and provost-marshal, Norfolk, and endorsed by me. The last paper was destroyed, the others returned to Captain Watts, with the book containing the manifest, etc.

A. LUDLOW CASE,
Captain of the Fleet.

OFFICE CAPTAIN PORT AND H[ARBOR] M[ASTER],
Fortress Monroe, October 18, 1862.

This is to certify that the cargo of goods on board schooner *John Francis*, whereof James Watts is master, from Fortress Monroe, is solely for the use of the Fourth Army Corps, under the command of Major-General E. D. Keyes, at Yorktown.

By command of Major-General J. A. Dix, commanding Seventh Army Corps.

JAMES MILLWARD, JR.,
Captain Port and H[arbor] M[aster].

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 18, 1862.

The bearer of this stated that the cargo of the *John Francis* was owned by Mr. B. F. Voorhees, of Old Point, and that Mr. V. was not a sutler to any regiment or post in the Army, but a general merchant. He wished to send the goods to Yorktown to sell to the Army at that place.

A. LUDLOW CASE,
Captain of the Fleet.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, for the release of schooners *D. Gifford*, *Stephen Hotchkiss*, and *Henry Remsen*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 19, 1862.

SIR: Let the schooners *D. Gifford*, *Stephen Hotchkiss*, and *Henry Remsen*, reported by you in your letter of to day as detained on account of the absence in each case of the usual certificate from General Dix's

headquarters, be released and proceed up to Norfolk, as they have certificates from the quartermaster at New York and as their several bills of lading and manifests seem correct.

Hereafter when a vessel exhibits a similar certificate from a U. S. quartermaster at the northern port whence she sailed, and her manifest, bill of lading, and cargo seem all properly and in good faith covered by that certificate, you will allow her to pass the guard vessel and proceed to Norfolk, as she will have been already allowed to pass the guard vessel below Fortress Monroe and have been already subjected to examination there by the guard vessel. A vessel passes the guard vessel below Fortress Monroe on the papers she brings from the port whence she sailed.

Herewith are returned to you the papers of the *D. Gifford*, *Henry Remsen*, and *Stephen Hotchkiss*.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. A. BABCOCK, U. S. Navy,
Commanding U. S. S. Morse, off Norfolk, Va

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Wright, U. S. Navy, commanding U. S. S. Wyandotte, for the release of the schooner John Francis.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 20, 1862.

Let the schooner *John Francis* pass to Yorktown. General Dix informs me that her cargo is sent at the request of General Keyes to be sent within the fortifications for the use of his command. Leave this with the guard vessel at Yorktown.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

COMMANDING OFFICER U. S. S. WYANDOTTE.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, U. S. Army, regarding the conflict of opinion relative to the enforcement of the blockade.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 21, 1862.

SIR: I have the honor to enclose herewith copies of two letters from General Dix, of October 18 and 19, to me, and a copy of my reply.

I enclose also a copy of a list, received from General Dix to-day, of the steamboats, thirty-two in all, employed by the War Department in this department. It will be observed that four of these are in Baltimore to bring grain for this department, whether for the Army or for trade is not known. The officers on guard duty have great embarrassment with these army steamers, as they often refuse to stop and leave a certificate showing that they have none but army supplies on board. The subject is full of difficulty, owing to the positions assumed by General Dix. If the commanding army officers here were opposed to carrying on trade in this vicinity, there would be no embarrassment in the matter.

I respectfully request the Department to instruct me in what manner I can maintain a strict blockade here, under all the opposition which I have to encounter, as shown in my correspondence with General Dix and communicated to the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 18, 1862.

SIR: I have the honor to acknowledge the receipt, on my return from Washington, of your three communications, one of the 11th, and the two others of the 15th instant.

In regard to permits for vessels with return cargoes from Norfolk, I do not see how I can properly refuse to grant one if application is made to me under the decision of the Secretary of the Treasury. If you deem it your duty, under the instructions of the Secretary of the Navy, to seize a vessel having such a permit, I can have no possible objection. It is a conflict between the two Departments of the Government, for which neither of us is responsible. I trust, however, that no such case will arise until some proper disposition is made of the whole subject. But individuals have rights which I am bound to respect; and if anyone brings himself clearly within the class of cases disposed of by the Secretary of the Treasury, who has the general regulation of commerce, I can not put him off because the Secretary of the Navy takes a view of the question of blockade which I conceive to be at variance with all the received rules of international law. I had the honor to reply personally to the arguments quoted from one of his letters to you, in your communication of the 15th.

The instructions you have given the commander of the gunboat stationed under the guns of this fort are embarrassing the public service exceedingly. A vessel laden with coal and lumber, purchased by the ordnance officer for public use, was stopped yesterday and detained the whole day for certificates, greatly to my annoyance. Vessels cleared to this port, unless it is regarded as a blockaded port, ought not to be detained; and I believe such an interference with the military administration of this command to be entirely without precedent. It certainly was so under your two predecessors; and I consider it altogether inconsistent with the comity due from one service to the other. If you deem it your duty, under the instructions of the Secretary of the Navy, to place a gunboat under the guns of this fort, the headquarters of a military department, and subject to all the restrictions of an enemy's port, in order to enforce the blockade, I shall bring the matter before the Government without delay. If you do not, then I respectfully request that the gunboat may be anchored above the fort, and that commercial intercourse with this port may be left, as it always has been heretofore, under the control of the Treasury Department and the military authorities. All vessels coming here are boarded and their papers and cargoes examined by the officers of the revenue cutter, and they are visited again by the captain of the port, to whom they are required to report on shore, and who also examines

their papers. To subject them to a third visitation appears to me to be superfluous and a needless vexation. I state these facts, not as having any bearing on the graver objections I have made to the system of visitation at this port, but to show that it is called for by no considerations of public necessity.

The sloop *A. C. Broderick* was cleared from this port for Baltimore, with 51 bushels of wheat, 19 hides, 100 pounds rags, 2,000 pounds iron, and 160 bushels of oysters, and has been stopped by your gunboat. Unless you regard Fort Monroe as blockaded, I respectfully submit that there is nothing in the instructions of the Navy Department which you communicated to me to warrant the detention of this vessel. The property belongs to persons within our lines, and, as the military commander here, I claim the right to clear vessels to any port in a loyal State, subject to the usual custom-house inspection. I respectfully ask if you consider this port as blockaded; and if not, I will thank you to furnish me with a copy of the instructions under which the detention is made, that I may make a proper representation to the Government.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

HEADQUARTERS, SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 19, 1862.

SIR: I have just received your communication of yesterday.

The case of the *Elizabeth English* was reported to me last evening, and I directed the usual certificate to be given. The quartermaster supposed, as she was in tow of an army tug, no certificate would be required.

I supposed the army tugs had all been furnished with certificates. If so, they were probably left with the commander of some one of the gunboats, and were not renewed. I will see that they have new ones, which I request may be left on board, and I will also furnish you immediately with a list of all the steamers in the service of the army here.

The schooner *John Francis* has goods on board for the army at Yorktown. They belong to Mr. Voorhees, who keeps a store here by authority of the Government. Major-General Keyes, the commanding officer at Yorktown, desires that he be permitted to send a supply of goods there, to be sold within the fortifications for the use of his command, and they were sent by my order as the commander of the department. The vessel is not in the employ of the Army, but the goods are for General Keyes' command. I claim, as commanding officer of the department, the right to allow such supplies for my command to be sent from one military post to another, and to give the authority to sell them to any person. The right has never before, as I am advised, been disputed in any quarter.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 20, 1862.

GENERAL: I have the honor to acknowledge the receipt of your communications of the 18th and 19th instant.

In regard to permits for vessels with return cargoes from Norfolk, you are aware that the decision of the Navy Department is adverse to your making any such clearance. I do not know of any conflicting decision of the Secretary of the Treasury. The North Atlantic blockade extends from the Piankatank River, on the western shore of Virginia, to the coast of South Carolina, excepting the harbor of Beaufort, N. C., the blockade of which has been raised by proclamation of the President. Within these limits I am required to maintain a strict blockade, and to prevent all traffic, except under a permit from the Secretary of the Treasury, War, or Navy.

My instructions to the gunboat off Fortress Monroe are only to carry out my orders from the Government, and her station is safe and convenient for that purpose. Fortress Monroe has never been declared a port of entry. It is situated within the blockaded region, and all vessels in the employment of the Army, with only army or navy supplies of any kind, or public property, on board, pass freely and frequently, not only to Fortress Monroe, but to all other points here in the occupation of the Army, on a certificate from your headquarters; or, in case of a vessel coming from a Northern port, on a certificate from the U. S. quartermaster there, stating in a very few words that such is the character of the vessel and cargo. It is impossible, therefore, that the public service should thereby be embarrassed exceedingly, or at all, but, on the contrary, the public service is benefited to the extent that supplies are thus kept out of the insurrectionary region.

You say, "A vessel laden with coal and lumber, purchased by the ordnance officer for public use, was stopped yesterday and detained the whole day, greatly to my annoyance." You refer, doubtless, to the case of the *Conrad Fox*, which had violated the blockade, got to Norfolk without a permit from either the Treasury, War, or Navy Department, but under an unauthorized permit from army officers, which I am expressly ordered not to respect, and with a cargo of coal and lumber, brought from Havre de Grace, without any clearance, for Kimberly & Bros., traders at Norfolk. The Navy Department released this vessel on the ground that she acted on supposed authority, but forbidding her to land or receive cargo. To prevent any further violation of the blockade by her, she was towed just outside of the lower gunboat and released, to go where she pleased outside of the blockade. But the *Conrad Fox*, instead of going away, immediately anchored, and your ordnance officer bought her cargo. As soon as the usual certificate was sent to the guard vessels, showing that the cargo of this vessel had now become army supplies, she was at once permitted to pass in to unload, so I am informed by the commanding officer of the guard vessel. If there was any delay about sending off the usual and necessary certificate to the gunboat, it was wholly unnecessary, as you have already complained that she is stationed "under the guns of this fort," the necessary situation of the men-of-war, our own and foreign, at anchor here, where one of your many steam tenders might communicate with her in fifteen or twenty minutes.

You wish me to remove this gunboat from her anchorage outside or below the fort to an anchorage inside and above the fort, that commercial intercourse may go on. This would be to violate my orders to maintain the blockade strictly until it is modified or raised. To this

end the gunboat must be stationed where she can conveniently intercept and board vessels, and, when these have merchandise for traffic, detain them to be reported to the Department. When vessels with army supplies have passed the blockade and are inside discharging, I see no objection to their visitation and search by both the military authorities and the revenue officers, as gross irregularities may be detected and prevented by such additional precautions.

Since the receipt of your communication of the 19th (although I had previously reported the case of the *John Francis* to the Department), informing me that her cargo of goods is sent at the request of General Keyes to be sold within the fortifications at Yorktown for the use of his command there, I have directed the gunboats to let her pass.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fort Monroe, Va.

List of steamers in the employ of the War Department, engaged in the Department of Virginia, received from General Dix, October 22.

Class.	Name.	How employed.
Steamer	City of Hudson	Mail boat to Norfolk.
Do.	Metamora	
Do.	George Washington	Mail boat to Cherrystone.
Do.	Mystic	Mail boat to Newport News.
Do.	Rockland	At Norfolk repairing.
Do.	James F. Freeborn	
Do.	New York	Up James River.
Do.	Commodore	Hospital boat.
Do.	South America	
Do.	Argo	
Do.	Sequin	Transporting supplies to Suffolk.
Do.	Hunter Woodis	
Do.	Robert Morris	
Do.	Kennebec	In Baltimore waiting cargoes of grain for this depot.
Do.	Express	
Do.	Maple Leaf	
Do.	Pioneer	
Do.	Thomas A. Morgan	Mail boat to Yorktown.
Propeller	Commerco	
Tug boat	D. S. Stetson	
Do.	Adriatic	
Do.	E. A. Souder	
Do.	J. B. White	At Norfolk.
Do.	Edwin Forrest	At Craney Island.
Do.	Volunteer	Do.
Do.	C. P. Smith	
Do.	West End	Armed at Suffolk.
Do.	J. F. Starr	
Water boat	Commodore Foote	At Norfolk in service.
Do.	Constitution	
Do.	Commodore Du Pont	
Steamer	Champion	

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the schooners *Elizabeth English* and *John Francis*.

NAVY DEPARTMENT, *October 22, 1862.*

SIR: Your No. 93, in relation to the case of the schooner *John Francis*, is received, and your action meets with the Department's approval.

I have also received your No. 92, dated the 18th instant, respecting

the schooner *Elizabeth English*, and your No. 89, dated the 17th instant, respecting the *New Ironsides*, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding the conflict of opinion relative to the enforcement of the blockade.

NAVY DEPARTMENT, *October 24, 1862.*

SIR: I have the honor to submit for your perusal a dispatch (No. 98) which I have received from Acting Rear-Admiral S. P. Lee, with correspondence between that officer and General Dix, relative to traffic at Norfolk, which I will thank you to return after perusal.

If it be the policy of the Government to reopen trade with Norfolk, it should not, I think, be limited to such persons only as the officers of the Army may designate, but be free to all. A system of army permits can not otherwise than lead to favoritism and demoralization.

The blockade ought not thus to be abused and prostituted.

General Dix makes allusion to the "regulations of commerce," "revenue," "custom-house clearances," etc., as if they were consistent with a state of blockade, whereas the object of a blockade is to interrupt and destroy for the time being commercial intercourse. So long as it is continued the Army will be put to some inconvenience if it is honestly and faithfully enforced. If it is not so enforced, and in good faith, the demoralization of the Army will be likely to follow.

Until the blockade is raised I think it is not only the true policy but the duty of the Government to enforce it. If there is any modification its benefits should be to all and not restricted to a few.

From the large list of vessels furnished, and from information obtained from other sources, it is questionable whether it would not be better in every respect to open the port of Norfolk than to keep up what I fear would be but a sham—blockade for the benefit of favorites.

From the letters and views of General Dix, so far as I can understand them, it would seem that he desires the naval vessels should be employed in restricting traffic except to such persons as he and certain officers of the Army may permit, and those who have these permits are to export and import and carry on general trade.

This certainly is not blockade, but a perversion of it.

My own opinion is that the blockade should be maintained in entire good faith with all or that the port should be open to all. To depart from this rule will be to bring our whole blockade into disrepute. At no point should it be made a cover for traffic by privileged parties after solemn proclamation from the Executive to the whole world that commerce is interdicted.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, U. S. Army, regarding the conflict of opinion and practice in the enforcement of the blockade.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 26, 1862.

SIR: I have the honor to transmit enclosed a copy of a letter of the 22d instant from General Dix to me, enclosing a copy of a telegraphic dispatch of the 18th instant to him from the Secretary of War, respecting the trade at Norfolk; also a copy of the application of October 24 of Messrs. Clark & Woodward to General Dix to clear the schooner *William Penn* with staves and tobacco, and a copy of General Dix's permit clearing the *Penn*, with said cargo, which permit I declined to recognize for the present. I also send a copy of my reply of October 25 to General Dix on this subject, all of which I respectfully submit for the consideration and decision of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 22, 1862.

SIR: I have the honor to enclose a copy of a dispatch, received by telegraph from the Secretary of War.

Will you please advise me whether it has been communicated to you? Also, whether it will be considered by you as sufficient to warrant the passage of vessels from the Nansemond and Yorktown, with exports under my permits?

I am, very respectfully, your obedient servant,

JOHN A. DIX,

Major-General.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Subenclosure.]

WASHINGTON, *October 18, 1862—10: 25 a. m.*

It was resolved in Cabinet yesterday that the Norfolk trade should be placed under your personal direction in the manner proposed when you were here.

Clearances for which you ask admission into the port will be granted by the Treasury Department, and all exports permitted by you will be allowed by the Navy to pass.

Your own attention personally is requested, and your own signature to permits required.

EDWIN M. STANTON,
Secretary of War.

Major-General DIX.

[Enclosure No. 2.]

FORTRESS MONROE, *October 24, 1862.*

We request that the schooner *William Penn* may be permitted to proceed to sea. She was cleared in September last at Norfolk by the provost-marshal with a cargo of staves and tobacco, which was not

the currency of the city and was taken in payment for provisions sold to the poor people of Norfolk and Portsmouth, they having no other money to buy with. The understanding we had then with General Viele, that if we took that money we might purchase such produce as we could, and would be permitted to ship it from Norfolk.

Very respectfully, your obedient servants,

CLARK & WOODWARD.

Major-General DIX.

[Endorsement.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, October 24, 1862.

The schooner *William Penn*, with a cargo of staves and tobacco, has permission to come from Norfolk to this post, where she will be cleared for a Northern port.

JOHN A. DIX,
Major-General.

[Enclosure No. 3.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 25, 1862.

GENERAL: I received yesterday afternoon your communication of October 22, enclosing a copy of a telegram to you from the honorable the Secretary of War, dated the 18th instant, informing you of the conclusion of the Cabinet to place the Norfolk trade under your personal direction in the manner proposed by you when you were in Washington.

In reply to your enquiry I beg leave most respectfully to say that I have not received from the Navy Department the instructions referred to by the Secretary of War in his telegram of the 18th, but on the contrary, I have received a dispatch from the honorable the Secretary of the Navy, dated October 22 (four days later than the date of Secretary Stanton's telegram to you), approving of the detention of the schooner *John Francis*, loaded with merchandise for Yorktown, with a permit from you.

Under these circumstances, I deem it my duty to transmit a copy of your letter and its enclosures to the Secretary of the Navy, and to wait the orders of the Navy Department before attempting to deviate from my present positive instructions.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from the Secretary of the Navy to the Secretary of War, regarding the conflict of opinion and practice between the Departments in the enforcement of the blockade.

NAVY DEPARTMENT, *October 29, 1862.*

SIR: Acting Rear-Admiral Lee, in a letter of the 26th instant, encloses to this Department a communication from General Dix, with a copy of a telegram from the War Department of the 18th, to the effect that the Norfolk trade should be placed under his (General Dix's) direction; that clearances for which he asks permission into the port

will be granted by the Treasury Department, and all exports permitted by him (General Dix) will be allowed by the Navy to pass.

As was suggested in our meeting yesterday, there must be a misapprehension on this subject. So long as the blockade is enforced there can be no trade or commerce with Norfolk by individuals or firms. The Government can seize, or in any other way, perhaps, procure materials to export on the permit of the Secretaries of War, Treasury, or Navy, but this does not admit of commerce or private traffic which is inconsistent with blockade. General Dix, for instance, has granted the following pass:

HEADQUARTERS,
Fortress Monroe, October 24, 1862.

The schooner *William Penn*, with a cargo of staves and tobacco, has permission to come from Norfolk to this port, where she will be cleared for a Northern port.

JOHN A. DIX,
Major-General.

This proceeding Acting Rear-Admiral Lee could not recognize, nor is such traffic admissible while the proclamation of the President declaring the blockade remains in force and unmodified.

Our opinions, I believe, coincide on this subject, though there must have been some misunderstanding as to the authority of General Dix to set aside the restrictions on exports. If traffic can consistently be allowed he should get his clearance and permit from the Secretary of the Treasury, it appears to me, from Norfolk instead of Hampton Roads, which is not a port. This would relieve the Blockading Squadron of difficulty.

I confess I do not see how traffic can, in good faith, be permitted to any private parties, except in derogation of the blockade. Trade and commerce must be open to all or closed to all.

I have addressed this communication in justice to Acting Rear-Admiral Lee, who has no instructions to pass private vessels with cargo for export except on permit from the head of the Department, although admitting all army supplies; consequently the *William Penn* is detained.

I am, respectfully, etc.,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, approving his course in the enforcement of the blockade.

NAVY DEPARTMENT, *October 29, 1862.*

SIR: Yours of the 26th instant, and the copies of correspondence enclosed in regard to the "schooner *William Penn*, with a cargo of staves and tobacco," which General Dix says "has permission to come from Norfolk to this port (Fortress Monroe), where she will be cleared for a Northern port," has been received, and your course in maintaining the blockade is approved.

Until the blockade is raised or broken, or publicly modified, it must be enforced in good faith by the Navy. Fortress Monroe is not a port of entry, and clearances are not to be made from that point, which is, like Norfolk, subject to blockade. If the Secretary of War or Treasury have seized or obtained possession of staves or tobacco, or any other articles which belong to the Government, and either of them have authorized such articles to be exported, you will recognize their authority; but

permits from any officer for general traffic or exports on private account are unknown to the Department intrusted with the blockade and can not be recognized.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, U. S. Army, regarding the enforcement of the blockade.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 1, 1862.

SIR: I transmit enclosed a copy of my letter of October 25 to General Dix, a copy of his reply of October 29, and a copy of my answer of October 31.

If the arrangement I have accepted at the instance of General Dix receives the approval of the Department, any violation of the blockade by the army steamers will rest with the military authorities here. I see no other way than this of avoiding irritating collisions with the army authorities, in the absence of contrary instructions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

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

[Enclosures.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 25, 1862.

GENERAL: I have the honor to acknowledge the receipt of your communications of the 20th and 23d instant, enclosing a list of the thirty-five steamers now in the employment of the Army in the Department of Virginia, any of which I suppose are liable to be discharged at any time.

In respect to those which are employed inside of Fortress Monroe, their certificates, once left with the blockading vessel below Norfolk, are sufficient; but in respect to those, except the mail boats coming from or going to Baltimore or to and from the North, I have respectfully to request that you will have them ordered to stop at the *Wyandotte*, the outside guard vessel on blockade for Hampton Roads, etc., and leave the usual certificate from your headquarters, or from the proper officer detailed by you for that duty, or from the quartermaster of the port whence they came, stating that the steamer in question is then in the employment of the Government and has only army supplies on board, or is in ballast, as the case may be. This will occasion but a few minutes' delay, and will prevent violation of the blockade. The guard vessel has omitted all steamers from her report, an irregularity which will be corrected immediately.

It is obvious that my instructions can be carried out with fidelity, and yet without inconvenience to your branch of the public service, with your cooperation.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron
Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 29, 1862.

ADMIRAL: I have not thought it profitable to continue the discussion with you of the question of blockade at this post, as you assure me that, in all you have done and are doing, you are carrying out the orders of the Navy Department. I shall therefore address what I have to say to the Secretary of War, that all questions arising here in regard to this subject may be adjusted at Washington.

I have endeavored to give you all the aid in my power in carrying out your instructions, and shall continue to do so, for I am as anxious as you can possibly be to prevent illicit traffic with the States or parts of States in actual insurrection against the Government of the United States, and I agree with you that those instructions may be carried out without inconvenience to the branch of the public service with which I am connected.

I respectfully suggest that, as you have a complete list of all the steamers in the employ of the army here, they should be allowed to pass freely from this post to Norfolk, Suffolk, Yorktown, and Newport News. They will all be provided with certificates from the chief quartermaster of the Seventh Army Corps, Lieutenant-Colonel C. W. Thomas. The authentic list sent to you by me is a certificate from myself that the steamers named in it are actually in the employ of the Army. It is desirable that the certificates given by Colonel Thomas should be retained by the captains of the steamers. If any steamer is discharged Colonel Thomas's certificate will be taken from the captain and I will notify you immediately in order that you may strike the steamer from your list. On the other hand, if any new steamer is chartered, I will give you the like immediate notice, that you may add it to the list. All steamers passing the *Wyandotte*, and not being on your list, will be directed to stop and exhibit their certificates.

I respectfully suggest that the steamers on your list, of which the commander of the *Wyandotte* should be provided with a copy, ought not to be required to stop; the delay is often inconvenient, independently of all other considerations. I am going to Washington this morning in the *Metamora* on a summons from the Secretary of War, and it will be neither convenient nor consistent with my position as the commander of the Department to be stopped by the guard boat, when the commander is aware that the *Metamora* is in the service of the Army, and that it is the boat I use when I leave the post in performance of my military duties.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

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 U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 31, 1862.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 29th instant.

I am gratified by your conclusion to adjust the question of blockade with the authorities at Washington, and very truly regret that you did not find it "profitable" to do so sooner. I have always informed you of the text of my orders on this subject from the Secretary of the Navy, to whom I have regularly communicated our correspondence.

Having endeavored faithfully to discharge my duty under my clear orders to maintain the blockade strictly, I have the satisfaction of knowing that my conduct has been fully approved by the Department in every case where military permits to trade have been given in violation of the blockade. In this connection I beg leave to inform you that in reply to my dispatch, enclosing a copy of yours of the 19th instant with a copy of a dispatch of the Secretary of War to you of the 18th instant, respecting trade at Norfolk, the Secretary of the Navy informs me that he is expecting a communication from the Treasury or War Department specifying details of a proposed arrangement for permits, and until it is received that he has no new instructions to give in regard to the blockade.

In reference to the detention of the *William Penn*, the Navy Department, under date of the 29th instant, approves my course and instructs me as follows:

Until the blockade is raised or broken or publicly modified it must be enforced in good faith by the Navy. Fortress Monroe is not a port of entry, and clearances are not to be made from that point, which is, like Norfolk, subject to the blockade. If the Secretary of War or Treasury has seized or obtained possession of staves or tobacco or any other article which belong to the Government, and either of them have authorized such articles to be exported, you will recognize their authority; but permits from any officer for general traffic or exports on private account are unknown to the Department intrusted with the blockade, and can not be recognized.

In reply to my communication to you of the 24th instant you suggest in substance that all the steamers in the employ of the Army, as shown by the authentic list you have sent me, should pass the blockade without stopping even at the outer guard vessel; that Colonel Thomas, chief quartermaster here, will give certificates to each steamer, which she shall retain while so employed, and when she is discharged Colonel Thomas's certificate will be taken from the captain, and you will immediately notify me, that she may be erased from the list you have sent; and if any new steamer is chartered you will give me like immediate notice, that she may be added to the list, and that all steamers not on the official list will be directed to stop at the outer guard vessel and show their certificates.

I cheerfully accept this proposition, and shall submit our correspondence on the subject and my action in relation thereto for the consideration and decision of the Navy Department.

In respect to the *Metamora*, I beg leave to say that as soon as you informed me she was in your personal service, the gunboat on guard duty was promptly instructed on the subject. Had the gunboat on blockade, ignorant of the fact that you were on board the *Metamora*, stopped her, I am sure you would on reflection not have felt offended, as military men do not take offense at the proper challenge of a sentinel. Yesterday I was not allowed to go on the ramparts of Fortress Monroe, though I was in uniform and had made myself known, without a permit from one of your officers, and then I was, and very properly, I believe, challenged by a sentinel and stopped until I exhibited my pass. I saw in this only military propriety, and felt that no infraction of dignity was intended.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of the commanding officer of the guard boat, regarding the detention of the schooner *Justice*.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 2, 1862.

SIR: I respectfully submit the enclosed copies of a report from the *Wyandotte* of the detention of the schooner *Justice* with a cargo of merchandise. As her cargo is perishable, and as there have been some publications lately in the papers calculated to mislead as to the liberty of trade at Fortress Monroe, I have thought that the Department would approve of my warning this vessel off rather than detaining her.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. WYANDOTTE,
Off Fortress Monroe, November 2, 1862.

SIR: The schooner *Justice*, J. Sheldon, master, of Newport, R. I., and from Newport, R. I., 71 tons burden, bound to Old Point, arrived this day at 8 a. m., with a cargo said to consist of 81 barrels onions, 100 hogsheads cabbage, 428 barrels potatoes, 15 bushels beets, 22 barrels apples, 20 bushels turnips, has been detained by me in obedience to my instructions, said schooner having no permit from either of the Departments.

I am, very respectfully, your obedient servant,

THOMAS WRIGHT,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
U. S. Flagship Philadelphia.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, U. S. Army, requesting a change of station of the guard boat off Fortress Monroe.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 4, 1862.

SIR: I have the honor to transmit enclosed a copy of a communication of yesterday from General Dix and of my reply of this date.

The gunboat *Wyandotte* is anchored, with her guard flag flying, at the lower part of the man-of-war anchorage off Fortress Monroe and, as is the case with the two English men-of-war now anchored above her, is below the Baltimore wharf, and is, like them, under the guns of Fortress Monroe. The anchorage of the *Wyandotte* was reported to me by her commander as convenient for the discharge of his duty of boarding vessels passing the blockade of these waters, convenient to the tug boarding and to the vessel boarded. I had ordered him to anchor farther outside, between the fort and the light ship, but, after trial, he found it too rough there for the convenient performance of his duty in bad weather, and came farther in, where he now is, below all the shipping and in a good position for the blockade of the channel way.

I can not see any cause for grief in this to General Dix, or how it can be reconciled with that spirit of comity to which he refers, to complain of a United States man-of-war being at anchor within the range of the guns of a United States fort, in the performance of her naval

duty of blockading these waters, under the clear and regular instructions of the Navy Department to maintain strictly the blockade proclaimed by the President.

The anchorage, inconsiderately indicated by General Dix for this naval vessel to occupy in the performance of her naval duty, would still be under the guns of the fort, but would be above the anchorage of the foreign men-of-war here, and among the transports; whereas, a blockading vessel should be below and outside of all the shipping.

As General Dix has now thirty-five steamers in the employ of the army here, any or all of which freely pass the blockade without stopping at the *Wyandotte*, and as all the army supply transports readily pass, on showing by their certificates or papers that they are in the employ of the army, which distinguishes them from private traders, it is singular that he should venture to characterize the blockade against traffic in this insurrectionary region as a "blockade of this fort by a gunboat;" as "a system of visitation of this fortress, the headquarters of the department."

I respectfully submit the subject to the decision of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Atty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., November 3, 1862.

ADMIRAL: I believe I have never urged on you any matter, a compliance with which would have been a violation of your instructions from the Navy Department. It is only in cases which I considered within your discretion that I have ventured to press on you my own views. They are now in possession of the Government, and I have no doubt will be satisfactorily disposed of.

The permits given by me, which the Secretary of the Navy in his letter to you of the 29th ultimo says "can not be recognized," were in accordance, in some instances, with a special authority from the Secretary of the Treasury, and in others with a general authority emanating from the same Department. I shall, of course, give no more until this conflict of opinion and action is reconciled.

In regard to the occurrence alluded to in your letter of the 31st ultimo, within the fort, it is proper to state that there is a permanent rule, adopted long ago, that no officer can go upon the ramparts without the permission of the officer of the day, unless he is accompanied by the commanding general or one of his staff. The rule is applicable to all officers, whether belonging to the garrison or not, or whether of the Army or Navy. The case would be precisely similar if I had gone on board one of your vessels without announcing myself.

But in the case of the harbor, I respectfully suggest that it is entirely different. I have from the beginning objected to the blockade of this fort by a gunboat stationed under its guns, as entirely unprecedented, unnecessary, and in disregard of the comity and friendly understanding which should exist between your service and mine, and which I am most anxious to preserve.

Knowing your instructions, when I found the *Metamora* wanted for another purpose, and when I decided to go to Washington in the *City*

of *Hudson*, the Norfolk mail boat, I sent on board the *Wyandotte* to advise the commander that I should pass in the last-named steamer and that I was in haste to obey a summons from the Secretary of War. While objecting to the arrangement, in my communications with you, I had, nevertheless, been careful not to act in contravention of it. And I now repeat and appeal to your courtesy in making the request, that the *Wyandotte* may be stationed above the Baltimore wharf, and that this fortress, the headquarters of the department, may be relieved from a system of visitation, to which it was never before subjected. I should not make the request if I did not feel a perfect assurance that every public object in view could be as effectually accomplished, and that it is a matter entirely in your own discretion.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 4, 1862.

GENERAL: I have the honor to acknowledge the receipt of your two communications of yesterday.

The witnesses on board the *Wyandotte*, in the case of Private Gill, have been directed to obey the summons of the judge-advocate. Considering your request for the removal of the *Wyandotte* as a virtual proposition to raise the blockade of these waters, in violation of my instructions from the Navy Department, I have respectfully to inform you that I have referred your application to that Department for instructions.

I have the honor to be, general, respectfully yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding arrangements for the enforcement of the blockade.

NAVY DEPARTMENT, *November 5, 1862.*

SIR: Your No. 123, enclosing copy of your correspondence with General Dix, has been received, in reference to which the Department would say that it is satisfied with any arrangement made that is not inconsistent with the general object of blockade.

I have also received your Nos. 124, 125, 126, 127, 129, and 130. In reference to the subject of your No. 126,* the matter must be left to your own judgment under the circumstances and your local and special knowledge of the pressing wants at different localities within your command.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

* See p. —.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the station of the guard vessel off Fortress Monroe.

NAVY DEPARTMENT, *November 7, 1862.*

SIR: Your dispatch (No. 133) of the 4th instant, is received. The subject alluded to is one that belongs to the commander of the squadron, who can better decide in regard to the station and location of his vessels than the Department can be supposed to do. In no respect has the blockade at Hampton Roads been changed since the proclamation of the President in April, 1861; and as the object of both Army and Navy is to carry out in good faith the blockade and interdict commerce with the insurgents, I am confident objections can not be made to your vigilance, especially when the whole fleet of army vessels is allowed every privilege.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from the Secretary of War to the Secretary of the Navy, transmitting telegram from Major-General Dix, U. S. Army.

WAR DEPARTMENT,
Washington City, D. C., November 8, 1862.

SIR: Will you have the goodness to inform me whether instructions have been given to Admiral Lee to pass staves and other products from Suffolk and Norfolk, on the permit of Major-General Dix, to go North for the purchase of supplies?

The accompanying telegram from General Dix is the occasion for the enquiry.

Yours, truly,
Hon. GIDEON WELLES,
Secretary of Navy.

EDWIN M. STANTON.

[Enclosure.]

FORT MONROE, VA., *November 8, 1862.*

Am I authorized to permit the people of Norfolk and Suffolk to send North staves and other products to pay for supplies, and has the Secretary of the Navy instructed Admiral Lee to pass them?

JOHN A. DIX,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

Letter from the Secretary of the Navy to the Secretary of War, reporting no modification of the blockade except the opening of the port of Beaufort.

NAVY DEPARTMENT, *November 8, 1862.*

SIR: In reply to your enquiry of the 8th instant, I have the honor to inform you that this Department has issued no instructions to Acting

Rear-Admiral Lee to allow exports from Suffolk or Norfolk or any other place within the limits of the blockade confided to him. He is not authorized to recognize permits from any one but the Secretary of the Treasury and the Secretary of War. I am not aware that the blockade enforced by the North Atlantic Blockading Squadron has in any respect been modified, except by the President's proclamation opening the port of Beaufort.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

E. M. STANTON,
Secretary of War.

Letter from the Secretary of War to the Secretary of the Navy, transmitting an executive order.

WAR DEPARTMENT,
Washington City, D. C., November 13, 1862.

SIR: I have the honor to transmit herewith a copy of an executive order made by the President, in relation to exports and imports at the port of Norfolk.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

EXECUTIVE MANSION,
Washington, November 11, 1862.

Ordered.—1st. That clearances issued by the Treasury Department for vessels or merchandise bound for the port of Norfolk for the military necessities of the Department, certified by the military commandant of Fort Monroe, shall be allowed to enter said port.

2d. That vessels and domestic produce from Norfolk permitted by the military commandant at Fort Monroe, for the military purpose of his command, shall, on his permit, be allowed to pass from said port to its destination to any port not blockaded by the United States.

ABRAHAM LINCOLN.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting executive order.

NAVY DEPARTMENT, *November 13, 1862.*

SIR: I transmit herewith for your guidance a copy of an order* of the President, in reference to vessels and merchandise entering and departing from the port of Norfolk.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

* See preceding.

Report of Captain Turner, U. S. Navy, requesting instructions from the Department in view of the conflict of authority regarding permits.

U. S. S. NEW IRONSIDES,
Off' Newport News, Va., November 13, 1862.

SIR: I have the honor herewith to send you a copy of a telegram sent me by Major-General Dix this morning, which seems, under the authority of the President, to vary in a measure my instructions for the government of this blockade, as I interpret them, as it has been heretofore enforced.

Until I can hear from the honorable Secretary of the Navy to know how I am to understand this telegram, I shall be guided by the instructions which Admiral Lee has left for me.

Very respectfully, your obedient servant,

T. TURNER,
Captain and Senior Officer Present.

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

Order of the Assistant Secretary of the Navy to Captain Turner, U. S. Navy, regarding enforcement of the blockade.

NAVY DEPARTMENT, *November 18, 1862.*

SIR: Referring to the order of the President, in relation to trade with Norfolk, transmitted to Acting Rear-Admiral Lee on the 13th instant, you are instructed to recognize the signature of Major-General Dix only, and not that of persons signing, or professing to sign, for him.

I am, respectfully, your obedient servant,

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

Captain THOS. TURNER, U. S. Navy,
Senior Officer, Old Point Comfort, Va.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding a proposed reconnoissance of James River.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: I have received your No. 15, enclosing a communication from Commander [Captain] John Rodgers.

The Department does not desire a reconnoissance to be made up James River. The position at Newport News is satisfactory to it, if it is to you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding Confederate affairs in James River.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: Your No. 10 was received, enclosing a copy of your letter to General Mansfield, asking information respecting the rebel naval force at Richmond, etc.

As Commodore Wilkes had made himself acquainted as far as possible with matters in James River and about Richmond, a copy of your questions was transmitted to him. His reply with charts* referred to therein is herewith sent to you.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Norfolk, Va.

[Enclosure.]

U. S. S. WACHUSETT,
Navy Yard, Washington, September 12, 1862.

SIR: In reply to your letter of enquiry, respecting information of the James River which may be in my possession, I submit the following, viz:

1st. The names of the vessels at or near Richmond are the *Richmond* (*Merrimack No. 2*), ironclad, *Yorktown*, *Raleigh*, *Patrick Henry*, *Nansemond*, *Beaufort*, and *Hampton*.

2d. The ironclad has four 8-inch shell guns, two placed at either end and two in the center, three ports on a side; the forward and after guns pivoted for three ports.

3d. The time of ironclad being ready is very indefinite. It is questionable if she will be finished for some time to come. My latest advices report that they were now making but slow progress on her. She has about half the iron on. It is to be in two layers, each layer 2 inches thick, laid at right angles to each other, in bands 8 inches wide, horizontal and vertical on the roof. The roof is flat on top, of cast-iron grating, very massive, about 8 feet wide. Her roofing and timber projecting is about 6 feet at the water's edge, made solid and cased with 4-inch iron. Around the vessel is a guard of 5 feet wide, which projects both forward and aft. (See the enclosed tracing.)† A heavy beak, or prow of iron, is intended to be put on the bow, 6 feet below the water's edge, but I very much question its being fitted, now that she is launched. The machinery of the old *Arctic* is to be put into her, with new boilers; the latter are not finished and they have great difficulty in procuring boiler iron for this purpose.

It is thought that Captain Buchanan will again command. Captains Pegram, Lee, Davidson, Minor, and others, the smaller vessels.

The *Yorktown* is but half ironclad; thickness 3½ inches, and on the forward part, like the Mississippi boats. She is to mount four side guns and two pivot guns, 30-pounder rifles.

* Not found.

† This drawing is substantially the same as the drawings in Series I, volume 7, pages 590 and 620.

There are four small tugs, about the size of the *Teaser*, mounting smoothbore and rifle 20-pounders on pivots. Their names are the *Raleigh*, *Sumter*, and *Patrick Henry*.

The barrier is just above Fort Darling, not below it. It is almost a solid mass of concrete; its construction is like this:



Piles were first driven in, in a circular form, and then filled in with bricks, cement, stone, etc. (Ten large brick buildings were torn down in Richmond for the purpose.) These cribs are about 30 feet apart and 15 to 20 feet in diameter. I think there are five of them. They are just level with the water at low tide. A battery (of two or three guns) is so placed and trained as to sweep directly over and across the barrier. In the center is the opening or gateway, some 50 or 60 feet wide. This was intended to be filled up by the steamers *Jamestown*, *Curtis Peck*, and *Northhampton*. The *Jamestown* was sunk, and also the two others. After the fresh[et] in the river, they were removed by the force of the current from the opening, and now lie as represented in the above sketch. The current has very much abraded the west bank of the river and changed the course of the channel and the places of deposits of sand. To permit the *Richmond* to come out, it will be necessary to remove the *Jamestown*; this can easily be done by torpedoes. The water is deep—some 30 feet in the channel. The *Richmond* draws 12½ feet water, and is upward of 46 feet beam. There is no barrier below Fort Darling. It is now said to have seventeen guns mounted, and the three most exposed to the fire of the gunboats are plated with railroad iron, two thicknesses. None of these guns can be trained up the river. There are two batteries below Fort Darling—one about 2 miles on the east side, having columbiads, commanding the reach of the river, and another battery above the graveyard, which has a white conical hill behind it. Both are well placed and command the reaches of the river. They can be easily captured by a land force cooperating with the Navy.

The barrier has been much damaged by the freshets since being constructed, but it is in sufficient order to cause obstruction.

The torpedoes placed in the river have been entirely changed since the capture of the *Teaser*. They were situated just below the range of the guns at Fort Darling, and have now been placed in the channel, so as to be fired by the electric current. Some are said to have charges in them of 400 pounds of gunpowder; these are of little account.

I think there are three vessels below the barrier—a hospital vessel and two others (tugs).

The James River is very much obstructed by bars and quicksands above City Point, which change during the freshets, and the water is very turbid at all times, from the quantity of red clay and sand held in suspension, which becomes deposited in eddies, etc.

The banks of the river above City Point are diversified, sometimes rising to the height of 60 feet, and then again falling into low meadows. The channels generally pass close under the banks, and enable parties upon them to fire immediately down upon the decks of the vessels. We protected our vessels from musketry by plate iron sheets.

Above the barrier there are two obstructions, the first about 2 miles, but it is only a partial one of piles. They began the obstructions here, but afterwards changed them to near Fort Darling.

Opposite Pocahontas burying ground there is a bridge of boats and obstructions, and abreast of it they have two heavy columbiad guns to protect and cover them. Above this there are said to be other obstructions, but I have my doubts if there are any. Torpedoes are sunk in many places above in the narrowest part of the channel. On the banks, where the locality afforded advantages, they intend to erect batteries, but I could not learn if any guns had been placed.

The *Richmond* lies at the Rocketts, and some of the smaller vessels at Manchester, on the opposite side of the river.

The great defense of the James River is through the rifle pits, filled with sharpshooters, who are entirely concealed and at very short distance from the vessels in passing. Fourteen feet water may be carried up as far as the first barrier, but above not more than 12 feet, in the ordinary state of the river, to Richmond.

I forward herewith charts of the James River, on an enlarged scale, above City Point, with the horizontal sections and curves. They have been compiled from various sources. It was my intention to fill up the soundings and stake the river out as we ascended it, the same way that was adopted below City Point. Each vessel of the flotilla was to be supplied with a copy of the chart.

Few, if any, pilots know anything about the river above City Point. I have found none whose information or knowledge could be relied upon.

I am, very respectfully, your obedient servant,
 CHARLES WILKES,
Commanding,

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

Order of the Secretary of the Navy to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, to report for duty to Acting Rear-Admiral Lee at Norfolk, Va.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: Proceed with all possible dispatch with the U. S. S. *New Ironsides* to Newport News, and on your arrival there report by letter to Acting Rear-Admiral S. P. Lee at Norfolk.

The *Merrimack No. 2* is expected down the James River hourly.

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

Captain THOS. TURNER, U. S. Navy,
Commanding U. S. S. New Ironsides, Philadelphia,

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 15, 1862.

SIR: I have the honor to submit the following bimonthly statement

of the present disposition of the vessels belonging to the North Atlantic Blockading Squadron:

Vessel.	Station.	Vessel.	Station.
Minnesota, flagship.....	Norfolk, Va.	Louisiana	Sounds of North Carolina.
Cohasset ¹	Do.	Hunchback.....	Do.
Roscoe ¹	Do.	Ellis.....	Do.
Zouave ¹	Do.	Putnam	Do.
Philadelphia, dispatch boat...	Do.	Shawsheen	Do.
Southfield, repairing.....	Do.	Lockwood	Do.
Stepping Stones ²	Nansemond River.	Granite, sailing sloop	Do.
Galena, ship of senior officer..	Newport News, Va.	Seymour ⁸	Do.
Monitor	Do.	Ceres ⁷	Do.
Geneseo ³	Do.	Whitehead ⁹	Do.
Mahaska ³	Do.	Brinker.....	Do.
Commodore Barney ³	Do.	William Badger, supply hulk.	Beaufort, N. C.
Miami ³	Do.	Victoria ¹⁰	Do.
Morse ³	Do.	State of Georgia, ship of senior officer.	Off Wilmington, N. C.
Mount Washington, dispatch boat.	Do.	Cambridge	Do.
Alert, tug	Do.	Penobscot	Do.
Maratanza ⁴	Hampton Roads.	Monticello.....	Do.
Valley City ⁵	Do.	Octorara ¹¹	Do.
Brandywine ⁶	Do.	Mystic	Do.
Chas. Phelps ⁶	Do.	Daylight	Do.
Roman ⁷	Do.	Young America, tug, repairing.	Baltimore, Md.
Ben Morgan ⁷	Do.	Mount Vernon, repairing	Do.
Choctaw	York River.	Stars and Stripes, repairing..	Philadelphia, Pa.
Hetzel, ship of senior officer ..	Sounds of North Carolina.	Chippewa, repairing	Washington, D. C.
Commodore Perry	Do.		
Underwriter.....	Do.		

¹ Employed principally in guard duty.
² No official information concerning position.
³ Employed in reconnoitering duty up James River and blockade.
⁴ About to leave for blockading duty off Wilmington.
⁵ About to leave for York River.
⁶ Hulk for storage of general supplies for squadron.
⁷ Hulk for storage of ordnance matter.
⁸ Reported August 27 sunk up Neuse River.
⁹ New boilers being prepared in Baltimore.
¹⁰ Ordered to Norfolk September 7 for repairs.
¹¹ To be relieved by Maratanza.

RECAPITULATION.

Actively employed.....	38
Supply hulks	5
Undergoing repairs.....	6
Being raised in Neuse River.....	1

Respectfully submitted.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Rodgers, U. S. Navy, regarding general matters pertaining to his command in the James River.

U. S. S. GALENA, September 15, 1862.

DEAR ADMIRAL: I sent up Mr. Babcock in the *Alert*. She is to go upon the ways for repairs. In the meanwhile we have no night picket boat, as the *Mount Washington* is too unhandy for such a purpose; but it may be said the world has lived and fought up to the present moment without steam picket boats and we can do without; still, they are convenient.

Mr. Aiken, the report comes, declared to a released prisoner that *Merrimack 2d* is now below the obstructions at Fort Darling. It would be well to know the fact, but we are all the time ready. I presume Mr. Aiken is mistaken.

The *Genesee* received her two 9-inch guns with carriages complete, as far as that goes, but without gear in the way of tackles and breeching. They were working last night to rig them out from ships and trees. The *Genesee* could not get a man from the *Brandywine*.

There are two other IX-inch guns with carriages upon the *Brandywine*. Parker, of the *Mahaska*, is anxious to have them.

I will send the *Alert* to make enquiry as to the ordnance schooner and report to you. She, I presume, is the mortar vessel you referred to in your enquiries while on board. Captain McKinstry told me that the ammunition schooner was sent to Hampton Roads. The captain of the *Alert* says she now lies near the *Brandywine*. The name of the ordnance schooner is *O. Anderson*.

Very truly, yours,

JOHN RODGERS.

Admiral LEE.

Memorandum of Acting Master Rogers, U. S. Navy, telegraphic engineer, for Acting Rear-Admiral Lee, U. S. Navy, regarding magneto-electric machines for use in the James River.

ON BOARD FLAGSHIP MINNESOTA,
September 16, 1862.

Commodore Wilkes, lately in command of the James River Flotilla, recently proposed using the magneto-electric machine for the purpose of firing torpedoes or magazines, to remove the obstructions in James River in the vicinity of Fort Darling.

The torpedoes to be used for the purpose were made by Mr. Julius H. Kroehl, of New York, and are now on hand at the navy yard, New York. The magneto-electric apparatus was manufactured under the direction of the undersigned by order of the Navy Department.

As the flotilla has been withdrawn from the vicinity of Fort Darling, the question arises whether or not the magneto-electric apparatus will be required by the James River Flotilla.

If active operations are to be enforced against that place Mr. Kroehl is now prepared with the torpedoes and the necessary apparatus to make the attempt to remove the obstructions from the James River. In the meantime the undersigned, by request of Commodore Harwood, commanding Potomac Flotilla, desires to use the magneto-electric apparatus now at Fort Monroe on the Potomac River.

Very respectfully,

HENRY J. ROGERS,
Acting Master, U. S. Navy.

Report of Captain Rodgers, U. S. Navy, regarding the proposed removal of obstructions in the James River.

U. S. S. GALENA,
James River, September 16, 1862.

SIR: The proposed use of the magneto-electric battery of Acting Master Rogers refers, I presume, to removing the obstructions in this river at Fort Darling.

When we shall have possession of the banks of the river it will become a question how far gunpowder and magneto-electro batteries can be usefully employed in clearing the channel. We can not well decide this until then.

The barrier is composed, I believe, of sunken vessels and of cribs loaded with stones. Vessels, in consequence of the floating power of their woodwork and of the specific gravity of water, which buoys up so much of their solid weight, rest more lightly upon the bottom than their tonnage might induce us to believe. Half a dozen steam vessels may draw them, and even the stone cribs, bodily aside.

It may be doubted whether, if the vessels are blown to pieces, their floor timbers will not, with the heavy weights upon them, retain their position; the stones in the cribs may be a little dispersed, but having no deep water to swallow them they will still obstruct the channel.

I should be unwilling to try gunpowder, therefore, until steam had failed, for after the vessels are blown to pieces it will be difficult for steamboats to get hold of the remaining fragments.

I do not see, however, how we are to use any means whatever until Fort Darling is taken.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Captain.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Acting Master Rogers, U. S. Navy, of a conference with Captain Rodgers, U. S. Navy, regarding the removal of obstructions in the James River.

ON BOARD THE FLAGSHIP MINNESOTA,
September 17, 1862.

SIR: In accordance with your verbal instructions given me yesterday, I have visited Captain John Rodgers, commanding the *Galena*, and conferred with him in regard to the practicability of removing the obstructions of the James River in the vicinity of Fort Darling. The information given me by Captain Rodgers as to the nature of the defenses at that point plainly indicates to my mind the impracticability of applying torpedoes or other explosive material for the purpose of removing these obstructions under the fire of the enemy's guns at Fort Darling.

To accomplish this object, in my opinion, it would be necessary, first, for us to obtain possession of Fort Darling.

Very respectfully, your obedient servant,

HENRY J. ROGERS,
Acting Master, U. S. Navy, Telegraphic Engineer.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding obstructions in James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 17, 1862.

SIR: Acting Master H. J. Rogers reported yesterday, under your letter to him of the 12th instant. Acting Master Rogers thought Mr.

Kroehl, his associate, would go right up to the obstructions at James River and blow them up and out of the way. I replied that these obstructions were considered strong and that I thought nothing could be done with them until Fort Darling, which completely protects them, was first taken. I gave Acting Master Rogers a note to Captain John Rodgers, who is familiar with James River, in order that the former might explain his purpose and Captain Rodgers might report whether, in his opinion, anything could be accomplished by Acting Master Rogers' means there or elsewhere in James River.

Both Captain Rodgers and Acting Master R. are satisfied, and report that nothing at present can be done by the latter with his machinery at Fort Darling, in which conclusion I fully concur.

Acting Master Rogers informs me that he does not see how he could apply his apparatus elsewhere in James River.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

NORFOLK, *September 17, 1862.*

General Dix telegraphs for a gunboat up Nansemond. The *Stepping Stones*, recently there, but now at Washington, has the light draft required. Can she be sent?

S. P. LEE,
Acting Rear-Admiral.

HON. G. WELLES.

[Telegram.]

WASHINGTON, *September 17, 1862.*

The *Stepping Stones* will be sent to you as soon as she is reported.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE.

[Telegram.]

[NORFOLK, VA., *September 17, 1862*]

General Dix telegraphs for a gunboat to go up the Nansemond as far as Western Branch of that river. A crossing by the enemy is apprehended. Send the *Morse* with a good pilot.

S. P. LEE,
Acting Rear-Admiral.

Captain JOHN RODGERS.

Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging the Department's communications.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 17, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Maratanza* left yesterday for the blockade off Wilmington and the U. S. S. *Valley City* proceeded from the roads yesterday afternoon to York River.

I have this morning received the following letters from the Department, all bearing date September 15:

Covering letter from Commodore Wilkes relative to the rebel naval force at Richmond and concerning the James River (the charts of which have also been duly received);

Stating that the Department does not desire a reconnoissance up the James River;

Giving me authority to promote acting master's mates to acting ensigns, as per circular, under approval of the Department;

Declining to accept the resignation of Acting Master Germain, commanding U. S. S. *Mount Washington*, but granting him a reasonable leave of absence. I have, therefore, according to his request, given him twenty days' leave.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Patterson, U. S. Navy, regarding reconnoissances in the York, Mattapony, and Pamunkey rivers.

U. S. GUNBOAT CHOCURA,
Off Yorktown, Va., September 18, 1862.

SIR: I have the honor to report that, having been informed the enemy were throwing up an earthwork on the north bank of York River, I proceeded up the river this morning in company with the gunboat *Valley City*, and, after a close examination of both banks, I am satisfied that I was misinformed.

On reaching West Point I directed Acting Volunteer Lieutenant Commanding Furniss to make a short reconnoissance up the Mattapony River, which duty he performed and reported all quiet in that locality. With this vessel I proceeded about 8 miles up the Pamunkey River and captured a small sloop, about 15 tons, bound to the White House, loaded with vegetables and a small quantity of grain. What disposition shall I make of the vessel and cargo, neither of which are of much value?

I respectfully report this vessel and the *Valley City* at this anchorage.

Very respectfully, your obedient servant,

T. H. PATTERSON,

Commander and Senior Officer in York River.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions in view of a threatened attack by the Confederates upon Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 18, 1862.

SIR: General Dix informed me this evening that an attack on our 8,000 troops at Suffolk is threatened by a rebel force, said to be 15,000 strong, concentrating at a point 18 miles from Suffolk, which is held as an outpost of Norfolk.

In the event of an attack upon Norfolk firing from this ship upon the enemy involves firing upon the town. In preparation for this event timely and perhaps immediate notice should be given by General Dix or myself to the authorities for the removal of noncombatants.

I ask the instructions of the Department on this point; also in respect to firing on the town should the general determine to hold or to evacuate it.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Davenport, U. S. Navy, regarding the need of men to complete the complements of vessels.

U. S. S. HETZEL,
Off New Berne, N. C., September 18, 1862.

SIR: I enclose herewith a copy of a letter addressed to me by Lieutenant-Commander Flusser. In consequence of the unavoidable return of soldiers now serving on board vessels in these waters to their regiments, and the frequent discharges of sailors whose terms of service have expired or are about to expire, I find that in addition to the 40 men recently sent me I shall need at least 100 more to fill out the complements of vessels now short and provide for deficiencies that are continually occurring on account of the expiration of terms of enlistment and sickness.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Davenport, U. S. Navy, transmitting information regarding the U. S. steamers Henry Brinker and Ceres.

U. S. S. HETZEL,
Off New Berne, N. C., September 19, 1862.

SIR: I enclose extracts from a letter addressed to me by Lieutenant-Commander O. W. Flusser, dated 17th instant, in relation to the steamers *Brinker* and *Ceres*. The *Brinker*, *Ceres*, *Putnam*, and *Whitehead* are sadly in need of repairs.

I have sent you reports of surveys held on several of the above vessels, from which you will perceive the necessity of sending them North as fast as possible, or as soon as they can be spared, for repairs.

I have the honor to be, etc.,

H. K. DAVENPORT,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

U. S. S. COMMODORE PERRY,
Plymouth, N. C., September 17, 1862.

MY DEAR DAVENPORT: The troops returned by my advice; there not being enough to perform the duty assigned them, about 800. We learn there are 700 to-night at Jameston [Jamesville], 25 miles from here by water, 12 by land.

Shall I discharge my men as their times expire?

The *Brinker* leaks a foot an hour and ought to go home or to New Berne.

I send Graves down in the *Ceres*. I keep the *Lockwood*. The *Ceres* is worth nothing; can't run and hasn't crew enough to fight.

I shall send a recommendation of Williams, but can't write it now. I have had an investigating board on an officer of the *Brinker*, and they cleared him. Excuse a short letter; I have nothing to report.

Yours, sincerely,

C. W. FLUSSER.

Commander H. K. DAVENPORT.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the prevalence of sickness and the need of medical assistance.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., September 19, 1862.

MY DEAR DAVENPORT: If it is possible, we must have more medical officers here or our men will die for want of proper attendance. Dr. Mann is sick and Dr. Gale is not strong. The army should send a surgeon here. Dr. Gale prescribed for sixty-five soldiers to-day. The fever has assumed a typhoid type and will no doubt prove very fatal. Each boat in this upper sound needs a medical officer. I can not keep boats away from Plymouth more than a day or two for fear their men should die. If we had more physicians, I could send a boat down to Nag's Head to recruit officers and men, and thus we might relieve each other until good health was restored to all. Master's Mate Hy. C. Webster died last night of typhoid fever. Master's Mate Reuben Dolly I sent to hospital at Portsmouth to save his life. Mr. Lynch is sick, though still on duty. Two of my engineers are sick, and the third is not strong. I am much in need of officers, but do not send Thomas back; I'd rather have none; why not show him a chance to desert? The secesh threaten us with attacks nightly, but as yet they have not tried it on.

I send five men by the *Lockwood* to be sent from Roanoke Island to Portsmouth naval hospital. We can not send all of our cases there, as some are slight, some too serious to be removed.

4.30 a. m., 20th.—The necessity for more surgeons and a prompt filling of requisitions for medical stores is imperative. The men are entitled to medical aid and should have it. The *Hunchback*, I am afraid, is aground at Roanoke, where she went to coal day before yesterday. The *Shawsheen* is in the Chowan. The *Brinker* lies at the mouth of the Cashie, to break up a contraband trade to Windsor from the lower counties. Impress upon General Foster the absolute necessity for an army surgeon here. No news, except the confirmation of Jackson's defeat by Burnside.

Yours, sincerely,

O. W. FLUSSER.

Commander H. K. DAVENPORT.

P. S.—Let me know whether I am to discharge my men as fast as their times expire. They are certainly entitled then to be discharged. Are contrabands to sign the shipping articles?

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding expedition to Edenton, N. C.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., September 19, 1862.

MY DEAR DAVENPORT: I sent to Edenton yesterday to arrest some thirty men who had formed themselves into a company to attack our home guard thieves at Winfield, and who were only prevented from executing their intentions by an accident to the man who was to furnish the ammunition for the party. Colhoun succeeded in capturing three. I send them to-day to Roanoke, with a request to Howard to hold them.

I have but one master's mate on board now; one I sent home to the Norfolk hospital, and the third is in the hospital here with typhoid fever. Can't you send me one or two. I want more watch officers badly. News from the North is encouraging; rebels retreating. Nothing to report. Remember me to Campbell.

With best wishes, yours, sincerely,

O. W. FLUSSER.

Commander H. K. DAVENPORT,
New Berne, N. C.

[Telegram.]

NAVY DEPARTMENT, *September 20, 1862.*

Repair the *Potomaska* with all possible dispatch. If she has not competent engineers, change them. She carries important dispatches. Is the *Wachusett* at Hampton Roads under Commodore Wilkes?

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Telegram.]

FLAGSHIP MINNESOTA,
Norfolk, Va., September 20, 1862.

Commodore Wilkes with six vessels reported to be in Hampton Roads this day.

I know nothing of the *Potomska*, but will immediately telegraph to learn if she is in the roads.

S. P. LEE,
Acting Rear-Admiral.

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

[Telegram.]

NAVY DEPARTMENT, September 21, 1862.

Dispatches for the *Potomska* will leave here in the *Baltimore* at noon. Detain that vessel until they arrive.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 21, 1862.

Injury to *Potomska* reported slight. She will be detained for the dispatches per Baltimore steamer. Can probably leave immediately on their arrival.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Rodgers, U. S. Navy, regarding the delayed attack upon Suffolk, Va.

U. S. S. GALENA,
Off Newport News, September 21, 1862.

SIR: My informant brings me word that 8,000 more troops were brought from the direction of Petersburg to Zuni, near Suffolk, on Saturday last, making, as near as can be calculated, 14,000 troops there.

The attack, according to some accounts, was to have been made on Suffolk yesterday, but was delayed by the troops having been retarded in their arrival.

Other accounts say that the rebel rams (probably the *Merrimack* and rams) were to make a simultaneous attack upon the vessels here.

It is further said that about 6,000 troops are moving down from Richmond upon Williamsburg, two regiments of cavalry, and company of artillery, and the rest infantry.

Very respectfully, your obedient servant,

[JOHN RODGERS,]
Captain.

Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, U. S. S. Minnesota.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, regarding the maintenance of the blockade of Wilmington, in view of the escape of the blockade runner Kate.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 21, 1862.

SIR: The Department will be extremely mortified to hear that the *Kate* has run the blockade of Wilmington, out by New Inlet, with a load of cotton, an article now so valuable that a single cargo will purchase a large quantity of arms. It appears that there were three steamers on the blockade off New Inlet at that time. I am informed that these steamers lie at anchor day and night, 5 miles off from the inlet and 2 miles from each other. I hope this is not so; if true, it will easily account for the escape of the *Kate*. The steamers should, between evening and morning twilight, shift their day berths and maintain positions just as near the bar as is safe and practicable.

Of course, care should be taken in so doing, not to risk the vessels unnecessarily. With a close cordon by night off the inlet by all the steamers, or with even one at anchor on picket duty, as near as possible to the bar, keeping the brightest sort of a lookout during the night, and the others anchored at their several night stations, convenient for watching and supporting the picket steamer, it is scarcely possible that the *Kate* could have escaped. I willingly believe that the disposition of the officers to do their full duty is good, and I hope that a strict blockade will be kept for the future.

With the steamers both by day and night in distant and permanent positions in the offing, not only may steamers and other vessels run or drift out by night, but the positions of the blockaders may be laid down and sent abroad for the guidance of vessels to run or drift in by.

Give a copy of these instructions to each commanding officer and require a strict and intelligent compliance with them. Every officer on the blockade loses reputation by these escapes. The senior officer and every commanding officer should feel and act as though his command was subject to censure for every failure to keep the blockade as close as the weather will allow. We may look forward to a time when Wilmington will be ours and this labor cease.

I desire that you will, as far as practicable, cause a watch to be kept on the inlets and open coast above and below Wilmington, in order to prevent small vessels from using the former and larger vessels the latter means of landing arms, etc.

Blockade duty presents to the intelligent and faithful officer an opportunity to show some of his good qualities.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Commander GUSTAVUS H. SCOTT, U. S. Navy,
Comdg. U. S. S. *Maratanza*, Senior Officer off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, in view of rumored breach of blockade in Bogue Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 21, 1862.

SIR: I am informed that a regular trade is carried on through Bogue Inlet with or by the rebels. I desire you, the moment circumstances will permit, to make an examination into this matter and report the result to me. If you have reason to believe that any such trade is, or is likely to be, carried on there, you will station a light-draft gunboat at that point, provided you can do so without materially weakening your force elsewhere.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, North Atlantic Blockading Squadron.
Commander H. K. DAVENPORT,
Senior Officer, Sounds of North Carolina.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, in the event of an attack upon Norfolk.

NAVY DEPARTMENT, September 22, 1862.

SIR: I have received your No. 33, in relation to the threatened attack on our force at Suffolk, and stating that, in the event of an attack upon Norfolk, firing from the *Minnesota* on the enemy may involve firing upon the town.

Timely notice should be given to the inhabitants, so that they may be prepared for the consequences.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting enclosures regarding the blockade runner Kate.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 22, 1862.

SIR: The U. S. S. *Victoria* arrived here yesterday afternoon from off Wilmington for repairs, according to the report of survey, which I had the honor to enclose in my No. 6 of the 7th instant.

It is my duty to inform you that the steamer *Oatherine*, or *Kate*, which entered the port of Wilmington on or about the 6th ultimo, escaped therefrom about the 27th, a statement of which latter occurrence is contained in the enclosed copy of a report from Lieutenant-Commander George A. Stevens, dated the 17th instant. I have addressed a letter to the senior officer there with regard to this matter, a copy of which I enclose.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

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

[Enclosure.]

U. S. S. VICTORIA,
Off Wilmington, N. C., September 17, 1862.

SIR: I have the honor to submit to you the enclosed statement:

Last night at 11:30 a boat came off from Smithville containing five contrabands named Nathan Doysier, belonging to James Stokes Newton; Larry Doysier, belonging to Charles Doysier; Jacob and Larry Brown, belonging to John Brown; and Abram Furpliss, belonging to William Furpliss, from whom I obtained the following information:

The steamer *Kate* left Smithville about three weeks ago, escaping by way of New Inlet. She is now daily expected on her return trip. There are two ironclad boats building at Wilmington, but they are very incomplete as yet, not being wholly planked. There is only one engine for the two, and that was taken out of the tug *Uncle Ben*.

The tug *Mariner* is to sail for Nassau soon, and also a sloop named the *Ben*.

A schooner arrived at Shallotte Inlet a short time since named the *James Buchanan*. She is now loading with cotton. The yellow fever is prevailing at Wilmington. There have been 15 deaths. It was introduced by the steamer *Kate*, from Nassau.

Very respectfully, your obedient servant,

GEO. A. STEVENS,
Lieutenant-Commander.

Rear-Admiral SAMUEL PHILLIPS LEE,
Norfolk, Va.

Order of Commander Case, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, transmitting instructions regarding duty of vessels on blockade or guard duty.

FLAGSHIP MINNESOTA,
Norfolk, Va., September 22, 1862.

SIR: Herewith you will receive a copy of the printed instructions in relation to the duty of vessels on blockade or guard duty in these waters.

It has been and is still the custom to allow wood, fishing, oyster, and market boats with supplies for the army or cities of Norfolk and Portsmouth to pass and repass under a pass from the provost-marshal of Norfolk, approved by the admiral or captain of the fleet, with the understanding that they are to confine themselves particularly to the objects specified, and that they are not to have any other articles, except the provisions for the crews, or any other persons, except those named on board, and are to stop at the guard vessel going and returning for examination. The examination must be particularly strict with vessels which have decks.

Respectfully, yours,

A. LUDLOW CASE,
Captain of the Fleet.

Lieutenant-Commander GEO. A. STEVENS,
Commanding U. S. S. Victoria.

Report of Commander Davenport, U. S. Navy, of the successful raising of the U. S. S. Isaac N. Seymour.

U. S. S. HETZEL,
Off New Berne, N. C., September 22, 1862.

SIR: I have the pleasure to inform you that I have succeeded with the force at my command, assisted generously by the army, in raising

the steamer *Seymour*, which was sunk up the Neuse River. The *Seymour* is now upon the ways, and I hope in the course of a few days to have her ready for service.

To Acting Master Commanding Wells, his officers and men, assisted by the intelligence and zeal of Mr. Griffiths, carpenter, U. S. Navy, am I indebted for this success.

I had a proposition made to me by the Submarine Company to raise her for \$6,000, which was declined, and I am happy to believe that the expense to the Government will be trifling compared with this sum.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, recommending the raising of vessels sunk in the Neuse River.

U. S. S. HETZEL,

Off New Berne, N. C., September 22, 1862.

SIR: There are a number of vessels sunk in the Neuse River (they were put there by the enemy to prevent our approach to this city), which might be worth something to the Government.

Captain L. B. Pratt, of the wrecking steamer *Dirigo*, proposes to raise them without cost to the Government on condition that he receives half their value.

I recommend that he be permitted to go to work upon them.

I await your orders in the premises.

I have the honor to be, very respectfully, etc.,

H. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, transmitting copy of instructions issued to officers on blockade and guard duty.

FLAGSHIP MINNESOTA,

Off Newport News, Va., September 23, 1862.

GENERAL: I have the honor to transmit herewith for your information a copy of my instructions to officers on guard duty, enforcing the blockade of Norfolk and of these waters; also a number of printed certificates for vessels, other than the mail or troop steamers, passing in and out, to leave at the guard vessel. This certificate is prepared on one side for the signature of Captain Blake as arranged with you, and on the other side for the signature of the master of the vessel, the first stating that the vessel is in the service of the Army exclusively, and both declaring that she has no article, but only proper supplies for the Army on board.

The mail boats from Baltimore and Norfolk and troop transports will not be required to stop for inspection, as they are understood to have a responsible army police on board, and will not be allowed by you to violate the blockade.

I will thank you to inform me what steps you have taken or may take to secure this result.

I have the honor to be, general, respectfully, yours,
S. P. LEE,
Acting Rear-Admiral.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, etc.

Report of Commander Davenport, U. S. Navy, regarding the urgent need of additional medical and watch officers.

U. S. S. HETZEL,
Off New Berne, N. C., September 23, 1862.

SIR: I enclose herewith extracts from letters addressed to me by Lieutenant-Commander Flusser, which I trust will suggest to you the urgent necessity of my having more medical and watch officers.

I should have at least two or three more medical officers, as the number of cases of sickness, both here and at Plymouth, is unusually large. There are now in hospital here four officers, three of whom are commanding officers.

Every vessel in my command is deficient in watch officers; masters and master's mates are very much needed, and as there are none among the petty officers and crews worthy of being recommended for promotion, I trust that you will find it in your power to send me, at your earliest convenience, a number of acting masters and master's mates.

I have the honor to be, etc.,

H. K. DAVENPORT,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

P. S.—I shall need three or four acting masters and eight or ten master's mates.

H. K. DAVENPORT,
Commander and Senior Officer.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, for the protection of Norfolk.

FLAGSHIP MINNESOTA,
Norfolk, Va., September 23, 1862.

SIR: I leave you here with the *Victoria* (under your command), the *Barney*, Lieutenant-Commander Chaplin, and the *Southfield*, Volunteer Lieutenant Commanding Behm, to assist in the protection of Norfolk, the navy yard, and the naval hospital.

For this purpose you will, when this ship leaves for Newport News, put yourself in communication with Commodore Livingston at the navy yard and General Viele in Norfolk.

Captain Case will inform you as to the orders, forms, etc., for preventing all traffic to and from this blockaded port of Norfolk and the waters of Elizabeth River, which enforce strictly. Let me know when your relief arrives from the sounds of North Carolina. Keep me

advised of every material occurrence or important news received here; meanwhile use the mail, and when necessary the military telegraph to Newport News via Fortress Monroe. The boats passing (*Mount Washington*), tugs, etc., will also afford you opportunities to communicate.

Observe the sunset and other regulations of the squadron.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Lieutenant-Commander [GEORGE A.] STEVENS,
Commanding U. S. S. Victoria, Norfolk, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, in view of the reported exportation of tobacco from Virginia.

NAVY DEPARTMENT, *September 24, 1862.*

SIR: The *Wyandotte* and *Crusader*, ordered to report to you, are unfit for outside cruising. You will therefore employ them inside of the capes of the Chesapeake. It is reported that large quantities of tobacco are sent out of Virginia from the western shores of the Chesapeake. The Potomac Flotilla has received special instructions with regard to the coast line so far as the south side of the Piankatank, and it is expected that you will permit no exportations or importations south of that point.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, regarding the suppression of trade through Bogue Inlet.

U. S. S. HETZEL,
Off New Berne, N. C., September 25, 1862.

SIR: In reply to your communication of the 21st instant in relation to trade being carried on through Bogue Inlet with or by the rebels, I have the honor to state that two army expeditions in force have recently visited that point and, judging from the result of their investigations, as well as from a lengthy consultation held with Major-General Foster upon the subject, I am inclined to believe that you have been misinformed as to the extent of trade carried on through the inlet with the rebels.

In any event the *Ellis* is the only vessel I have suitable for the service of guarding the inlet. Her commander is now sick in hospital with fever, and her presence here would be necessary in case of an attack upon the town, which is liable to occur at any moment.

In view of all the circumstances, should you still deem it advisable to station a gunboat at Bogue Inlet, I respectfully suggest that one of the blockading vessels off Wilmington be detailed for that service.

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

H. K. DAVENPORT,
Comdr. and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding official notice to noncombatants in Norfolk.

FLAGSHIP MINNESOTA,
Newport News, Va., September 25, 1862.

GENERAL: The Navy Department informs me that timely notice should be given to the inhabitants of Norfolk, etc., in order that those may leave who should avoid personal exposure to our fire whilst defending the place if attacked by the rebel forces.

I submit to you that in order to avoid all embarrassment to an efficient defense arising from delay in giving this notice, we should, as soon as you think it necessary to do so, give such public notice to the inhabitants of Norfolk and Portsmouth and to foreign consuls and their families therein residing as may be proper.

I invite your advice and cooperation in the premises and submit herewith the within for your consideration and amendment. I think the matter demands our immediate attention.

I have the honor to be, very respectfully, yours,
S. P. LEE,
Acting Rear-Admiral.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps.

[Enclosure.]

Official notice is hereby given to all noncombatants, foreign consuls, etc., that the present threatened attack by the rebel forces on Suffolk, an outpost of Norfolk and Portsmouth, Va., makes it necessary to notify them that if they shall continue to reside in these towns, they will do so at their own peril and must take the consequences that may ensue from the exposure they will encounter during the defense of Norfolk and Portsmouth by the military and naval forces of the United States.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Maratanza, of an attack, off Fort Caswell, upon supposed blockade runner Kate,

U. S. GUNBOAT MARATANZA,
Off Cape Fear River, September 25, 1862.

SIR: I have the honor to report that at daylight this morning a steamer was discovered lying near Fort Caswell, which some of the contrabands believe was the *Kate*; others think not.

I approached as near as practicable to keep out of the range of the guns from the fort, and with the rifle gun drove her up the river to Smithville, where she anchored, when I again opened on her and drove her out of range.

The vessels at this station occupy the best positions to prevent the entrance or departure of vessels, and the greatest vigilance is observed day and night, but notwithstanding I believe during the very dark and rainy nights we have had for the past week, that vessels of light draft might pass us without being seen.

The *Kate* is represented to be very fast and draws only 9 feet when loaded, but whether the one seen was she I am unable to ascertain. It seems, however, that the steamer seen most probably passed in last night when very dark and rainy without being seen, which is much to be regretted.

Any other information that may be ascertained in regard to the matter will be communicated by the earliest opportunity.

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Scott, U. S. Navy, regarding the insufficiency of the Wilmington blockade.

U. S. S. MARATANZA,
Off Cape Fear River, North Carolina, September 25, 1862.

SIR: I have the honor herewith to transmit information procured by Lieutenant-Commander Braine and Commander Parker [Clitz], from which it appears the enemy are strengthening their works generally in this neighborhood, and they are plainly seen erecting batteries on the beach near Fort Caswell.

The withdrawal of the *Octorara* and *Victoria* leaves the force here (six) in my opinion too small to blockade the two passes effectually; there should, I think, be at least eight here, three at each inlet. One is at all times absent for coal, and there should be, I think, one at Charlotte [Shallotte] Inlet, 20 miles west of this, where it is said vessels drawing 8 or 9 feet frequently enter, loaded with salt and other articles.

Fourteen contrabands have reached the *Monticello* and *Penobscot* and several the *Cambridge* within a few days, and as the vessels have not room for them, will you please direct what disposition shall be made of them?

The transport steamer *Massachusetts*, I learn, only touches here on her outward passage once a month; consequently, in sending invalids and dispatches north, they have to make the round trip to Hilton Head. To touch on her return would cause but a few hours' detention and afford an opportunity of sending what might be important information without delay.

Messrs. H. D. Edwards and S. K. Luce, acting ensigns, whose letters of acceptance and oaths of allegiance were sent by the *Victoria*, were ordered to report for duty to Commander Clitz, of the *Penobscot*, that being the only vessel that required officers.

I also forward requisition for the *State of Georgia* and one for the *Mystic*.

Will you please inform me if requisitions are required in duplicate or triplicate, also reports of surveys?

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

U. S. S. MONTICELLO,
Off Wilmington, N. C., September 22, 1862.

SIR: I beg leave to forward you the following information obtained from the within-named persons, who came off to this vessel this morning:

Frank Clinton, aged 35 years, belonging to Robert H. Cowen.

Samuel Mince, aged 23 years, belonging to Mrs. Elizabeth Mince.

Thomas Cowen, aged 24 years, belonging to Mrs. J. G. Wright.

Charles Millett, aged 28 years, belonging to Mrs. John Walker.

James Brown, aged 23 years, belonging to John Brown.

Horace Smith, aged 22 years, belonging to Mrs. William Smith.

David Millett, aged 26 years, belonging to Mrs. John Walker.

The gunboat *North Carolina* is to be launched next Saturday and is to be clad with railroad iron down to the water's edge. The sides of the boat are built angular, and the guns are to be mounted on a covered deck. The lower part of the hull is of pine and the upper of heavy oak. This vessel is to be fitted up by Mr. Benjamin Berry, and the engine she is to have is to come out of the steamer *Uncle Ben*, formerly a tugboat. The contrabands state that they are sanguine of having her ready by the 10th of October, 1862. These contrabands are from in and about Wilmington city, and they all agree in stating that that city is completely entrenched and guns mounted at every half mile upon the works. From their account Cape Fear River has several batteries upon its banks. The first is called Camp Brown, 2 miles from the city, which is an earth and log work on the right-hand side going up the river, and mounts two guns; opposite to it are obstructions in the river, consisting of sunken cribs. The next fort below is called Mount Towser [Tirza?] and mounts two guns and is on the same side of the river. The next is Fort St. Philip, a large work, mounting 16 guns, near Old Brunswick, on the left-hand side of the river going up. Opposite this last-named work the obstructions in the river are heavy piles with a narrow passageway through them. At this point the light-boat, which was taken from Frying Pan Shoals, is anchored inside the obstructions and mounts four guns. There is also a light-boat anchored inside Zeek's Island, mounting a like number of guns. One of these contrabands is from Fayetteville, N. C., and states that they are making rifles and gun carriages there, and also that they are building a large foundry and blacksmith's shop. As fast as the arms are completed they are sent to Raleigh, N. C.

These contrabands state that the rebels succeeded in getting out of the *Modern Greece* (which vessel was run ashore near New Inlet) six rifled cannon, which, from their description, I should judge to be Whitworth's breech-loading guns; also 500 stand of arms and a large amount of powder and clothing, the last two in a damaged condition. They also state that the steamer *Kate*, before running into this port, was chased by a cruiser and threw overboard 10,000 stand of arms. This he is positive of, as one of the hands on board the *Kate*, a friend of his, told him so. From their accounts I judge that a regular and uninterrupted trade is kept up between Nassau, New Providence, and Shalotte Inlet, North Carolina, which inlet is about 20 miles to the westward of this place. Schooners are said to arrive here weekly, and, after discharging, take in cotton, turpentine, and rosin, and sail for Nassau with papers purporting that they sailed from the city of Wilmington. I would suggest that some means be taken to stop this trade, and I am,

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Commander G. H. SCOTT,

Comdg. U. S. S. Maratanza, off Western Bar, Cape Fear River.

U. S. GUNBOAT PENOBSCOT,
Off Cape Fear, N. C., September 23, 1862.

SIR: I have to inform you that seven contrabands came to this vessel this morning, who gave their own and their masters' names as follows:

William, owned by S. G. Northrup, of Wilmington.
Lewis, owned by Dr. McCrea, of Wilmington.
Ben Greer, owned by P. K. Dickinson, of Wilmington.
George, owned by T. D. Walker, of Wilmington.
George, owned by H. M. Drane, of Wilmington.
Virgil Richardson, owned by James Bradley.
Abraham Richardson, owned by D. A. F. Flemming.

No information of importance was elicited, except that the steamer *Mariner*, loaded with cotton, tobacco, and turpentine, was ready for sea and would make an early attempt to run the blockade of this port.

I am, respectfully, your obedient servant,

J. M. B. CLITZ,
Commander.

Commander G. H. SCOTT,
Commanding U. S. S. *Maratanza*, and Senior Officer Present.

From William Robins, contraband, ship carpenter, who has been at work upon one of the rebel gunboats at Wilmington since July:

1. There are two boats in process of construction; one at J. L. Cassidy & Sons', the other at Berry & Brothers'. Captain Whitehead superintends the former and Mr. Williams the latter. Commander Muse has control of the whole. Both boats are built upon the same plan, 150 feet keel, 23 feet beam, 12 feet draft. They are to be iron-roofed, like the *Merrimack*. The iron is to be made in Richmond and will be ready in four months. The engines are on board, but not set. One of them is new, made at Richmond; the other was taken from the *Uncle Ben*. Propellers are about 8 feet in diameter. The boats are pierced for eight guns, but will carry but three, which can be moved at ease. Guns are not yet ready. Boats would have been ready for launching in three weeks had not many of the workmen left. Some struck for more pay; some were fearful of yellow fever. Formerly 95 to 100 were at work on each boat; now only 30. Pay, \$2.50 to \$3.

2. Provisions scarce. Flour, \$27; rice, 12½ cents; potatoes, \$3.50 to \$4; bacon, 50 cents; beef, 25 cents; meal, \$2; butter, 85 cents to \$1.

3. There are no soldiers in Wilmington. Colonel Livingsthorp [Leventhorpe], with one regiment, is at Masonboro Sound.

There are about 3,000 in all in this vicinity. Colonel Lamb is at Fort Fisher. Captain Dudley evacuated Zeek's Island and is now in Fort Fisher.

4. Friday last was set apart by President Davis as a day for thanksgiving and prayer for the victories before Richmond and in Maryland, as also for the capture of Harper's Ferry and Cincinnati, both of which were taken without the loss of a life.

5. No vessel has run in or out of the port since the *Modern Greece*, except the *Kate*. The *Modern Greece* had two shots through her boiler and one through her donkey engine. Her cargo consisted of powder and arms and whisky. Much was taken out and much remains. Powder was all wet. They dried some of it. She had two heavy guns. She was a very fine steamer. They saved none of her machinery.

The *Kate* ran in and out the main channel. The tug *Marion* is now ready to run out, having 100 bales of cotton and 100 barrels of rosin. They say a schooner ran in at Little River Inlet not long ago. The *Marion* is going to Nassau for salt.

Information given by Colonel Shaw's body servant:

Thirty-five hundred troops (a large margin given) in and about Wilmington, including all the forts, under the command of General Leventhorpe. At present most of the soldiers have left Wilmington and moved down this way on account of yellow fever. There are about 800 at Fort Caswell and about double the number at Fort Fisher. The troops are clothed, very dirty, but apparently are sufficiently fed. Provisions come to them from the country. They enlist from 14 to 50 years of age. Many of the conscripts run away; 300 have deserted in one day. Have telegrams from Richmond, but they are in doubt about the entire correctness of such. Previous to the battles before Richmond the people were quite disheartened and were willing to give up the place; since, however, they are much encouraged, and a better feeling pervades. There are some Union men in W. Not any small craft at W. The two gunboats, not rams, are being completed; workmen from the army. One engine is new, from Richmond; the other old, from *Uncle Ben*, [and each boat] will mount three guns on a side; also one forward and one aft. The tug *Mariner* is prepared to run for Nassau. Has two guns; is loaded with cotton. Flour is \$30 per barrel; whisky, \$15 gallon; boots, \$20 pair. Have grown some corn about W. this season. No business doing. Clerks all enlisted. The fort's southwest breastworks were injured by the *Octorara*; no one killed. Beauregard at Charleston.

Report of Commander Scott, U. S. Navy, requesting instructions regarding repairs to vessels and a supply of coal.

U. S. GUNBOAT MARATANZA,
Off Cape Fear River, North Carolina, September 25, 1862.

SIR: As senior officer here I beg to be informed what your wishes are in regard to the vessels at this point. For instance, steamers are liable at any time to have their engines disabled, and it may be necessary at this season for their safety to send them to Fortress Monroe or Beaufort before notifying you of the fact, which I understand requires near a month.

Commander Armstrong has just returned from Beaufort and informs me that he found only 92 tons of coal there, which he took on board. The *Cambridge* is nearly out and sails in the morning for a supply, which Commander Armstrong informs me she can get from the army to the amount of 80 tons.

May I ask that a supply be sent as early as practicable to meet the wants of the other vessels?

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, responding to his communication regarding a notice to noncombatants in Norfolk.

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., September 25, 1862.

ADMIRAL: I have had the honor to receive your communication of this morning in regard to the threatened attack of the rebels on Suffolk, [Va.] The question of giving the notice, of which you enclose draft, is a very important and delicate one, and I desire time to consider it. There has been as yet no movement this side of the Blackwater, and it appears to me that an advance should precede such a notice, which would probably induce a large number of the inhabitants of Norfolk to leave, and devolve on us the obligation of passing them through our lines. If we intended to make the attack there would be no question as to the propriety of giving the notice.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the official notice to noncombatants in Norfolk.

FLAGSHIP MINNESOTA,
Newport News, September 26, 1862.

GENERAL: I have the honor to acknowledge the receipt of your reply to my communication of the 25th, relative to giving notice to the foreign consuls and to the inhabitants of Norfolk to prepare them in the event of an attack on Norfolk, now threatened by the concentration of rebel forces in the vicinity of Suffolk, the outpost of Norfolk.

Should the enemy march upon the town and under shelter of it attack the troops and gunboats, the latter, stationed in the harbor to assist in maintaining our occupation of the place, would be obliged to fire upon it.

By giving timely notice to the women and children, the consuls, etc., we shall feel free to fire should it become necessary to do so. By hesitation and delay, lest we put to some inconvenience the inhabitants, of whom the influential, if not the larger part, appear hostile to the General Government, we may entail on ourselves the disagreeable alternative, in the event of a sudden attack, of firing upon a town whose people have not had the benefit of a previous and proper notice. A premature warning would be better for them and for us than none at all, and might possibly have the effect of inducing the enemy, at the instance of the inhabitants, to desist from any attempt against our position there.

I therefore propose that the terms of a notice shall at once be arranged to your satisfaction and signed by me, so that you may date, sign, and publish it whenever in your good judgment it shall be proper to do so.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,
Acting Rear-Admiral.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fort Monroe, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, to proceed up the Nausemond River for the interception of mails.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., September 26, 1862.

SIR: Proceed up the Nausemond River with the U. S. S. *Delaware* under your command and report to Lieutenant-Commander Babcock, commanding U. S. S. *Morse*, as his relief, receiving from him all instructions he has received for duty there and such information as he may be able to give you.

Use your best efforts to intercept and capture the mails which are said to be passing in that vicinity between Norfolk and Richmond. You may give a reasonable reward for information which may enable you to capture any important mail. I desire Lieutenant-Commander Babcock to return here with the *Morse* when relieved by you, unless something important enough to detain him may have arisen.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Acting Volunteer Lieut. AMOS P. FOSTER, U. S. Navy,
Commanding U. S. S. *Delaware*, off Newport News, Va.

Report of Commander Scott, U. S. Navy, transmitting reports of the destruction of a schooner, September 26, and alluding to the capture of steamer Sunbeam by the U. S. steamers State of Georgia and Mystic, September 28, 1862.

U. S. GUNBOAT MARATANZA,
Off Cape Fear River, October 2, 1862.

SIR: I have the honor herewith to transmit a report of Commander Armstrong and Lieutenant-Commander Arnold in regard to the destruction of a schooner on the 26th ultimo.

The capture of the English screw steamer *Sunbeam* on the 28th ultimo by the *State of Georgia* and *Mystic*, Commander Armstrong informs me, has been reported to you.

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosures.]

U. S. S. MYSTIC, September 26, 1862.

SIR: This morning at 4:15 I got this vessel underway and stood to the northward and eastward. At 5, discovered a schooner close inshore, standing to the southward, evidently with the intention of running the blockade. Gave chase immediately. On approaching and firing at her she was run ashore. I followed her as far as the depth of water would prudently allow, and opened fire upon a camp and battery which had fired at this vessel. The battery, after firing three projectiles, ceased firing altogether. I then caused the second cutter to be called away and sent Acting Master Jack to reconnoiter, with orders to get

the schooner off if possible, or, if not, destroy her. As the second cutter neared the shore I could plainly see that the schooner had been scuttled, that she was entirely submerged, and that no further destruction of herself or cargo was possible or necessary. It not being prudent, in my opinion, to expose the second cutter to any accidental risk which might have followed in going close inshore, and being fully satisfied that the destruction of the schooner was complete, I recalled her, hauled off, went on board the *State of Georgia*, and reported to Commander Armstrong. At 9:30 a. m., in company with the *State of Georgia*, returned to the locality of the schooner and shelled her, the camp, and battery, to which no response was made by the enemy.

At 10 a. m. hauled off, and at 10:10 a. m. a rifled battery $2\frac{1}{2}$ miles distant to the southward opened fire, firing nine shells, one of which passed over this vessel, but as the object of my visit was accomplished, and the battery beyond the reach of my guns, I paid no attention to it. At 11:30 a. m. returned to my anchorage.

Very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant-Commander.

Commander G. H. SCOTT,
Senior Officer, off Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off New Inlet, North Carolina, September 30, 1862.

SIR: Your communications of the 29th received this morning per *Monticello*.

On the morning of the 26th, hove up anchor and got underway. At 5 o'clock, saw a strange sail running along the land before the wind, *Mystic* underway to the northward of her in chase, *Cambridge* at anchor to southward and westward. Made signal 503, fired a gun, and went ahead at full speed to cut her off, *Mystic* firing at schooner, and this ship opened fire as she came up. The schooner ran ashore at a bluff, where an encampment was seen. Sent an armed boat to assist one from the *Mystic*, to report to Captain [Lieutenant-Commander] Arnold for the destruction of the schooner, and ran back toward the bar, where a schooner was seen, apparently trying to come out. About 7 o'clock the schooner ran up behind Fort Fisher, and we ran back for the *Mystic*. Learning from Captain [Lieutenant-Commander] Arnold that he had been fired upon from a battery, this ship and the *Mystic* stood in at 9.30 as close as possible to the beach, shelled the point, battery, and encampment, and effectually destroyed the schooner, the cavalry and infantry disappearing from the place.

As we ran back to our anchorage, rifled guns were fired at us from a battery nearer the fort, which this ship and the *Penobscot* had fired at on August 6.

The *Mariner*, mentioned in your letter, is not seen on this side and has not been for some days. The steamer *Carolina*, or *Kate*, a schooner, and light-boat, are all that are in sight on this side.

Contrabands state the schooner destroyed by us was loaded with salt. She broke in pieces, nothing being saved but a portion of her canvas.

I enclose list of the officers of this ship and the *Mystic*, and will send one of the *Cambridge* when she comes back.

The six prisoners now on board this ship from the *Sunbeam* should be sent north at an early period. It will be long before any opportunity

is afforded by a mail steamer. Will you direct them sent in some vessel via Beaufort and thence by the transports of the Army to New York?

I enclose report of board of investigation.

Very respectfully,

JAS. F. ARMSTRONG,
Commander, Commanding.

Commander G. H. SCOTT,
Commanding U. S. S. Maratanza, and Senior Officer.

Report of Commander Parker, U. S. Navy, regarding the limited coal supply.

U. S. S. CAMBRIDGE,
Beaufort, N. C., September 27, 1862.

ADMIRAL: I have the honor to report the arrival of the *Cambridge* at this port to-day for coal, having left the station off Wilmington, N. C., yesterday afternoon.

There will be but little coal left for the other vessels of the squadron after this vessel has taken her supply of about 150 tons on board.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander and Senior Officer Present.

Acting Rear-Admiral SAMUEL PHILLIPS LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Major-General Foster, U. S. Army, to Commander Davenport, U. S. Navy, requesting a loan of ammunition.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, N. C., September 27, 1862.

COMMANDER: May I request the loan from navy of 300 32-pounder sabot shells?

These will be returned so soon as our invoices arrive.

Lieutenant Prouty, ordnance officer, will receipt to you for the above.

I am, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding Department.

Commander DAVENPORT, U. S. Navy.

Letter from Commander Davenport, U. S. Navy, to Major-General Foster, U. S. Army, transmitting an order for shells.

U. S. S. HETZEL,
Off New Berne, N. C., September 27, 1862.

GENERAL: In reply to your note of this date, asking the loan of 300 32-pounder sabot shells, I answer: Certainly, with the greatest pleasure.

Enclosed I hand you an order for the shells.

I have the honor to be, very respectfully, etc.,

H. K. DAVENPORT,
Commander.

Major-General J. G. FOSTER, U. S. Army,
Commanding Department of North Carolina.

Report of Acting Volunteer Lieutenant Woodward, U. S. Navy, regarding conduct of a company of home guards stationed at Winfield, N. C.

U. S. S. SHAWSHEEN,
Off Plymouth, N. C., September 28, 1862.

SIR: In obedience to your order, I submit to you the following report in regard to proceedings of a company of home guards stationed at Winfield, Chowan County, N. C. On my arrival there on the 18th of September I found out of sixty-three recruits only twenty present; the others had gone to their homes or elsewhere, as they chose. The captain was in a state of intoxication, threatening to shoot some of the remaining men, and conducting himself in a most disgraceful manner by taking one man's horses and making other people pay him the money to pay for them, and this, too, from people who were well disposed toward our Government. He had some eight or ten horses when I went there, gotten in this way. He has no control over his men, and [by] the manner in which he conducts himself he is doing much injury to the cause of the U. S. Government. Some of the men that have gone have taken their arms or guns with them; the ammunition has all been smuggled out and sold to citizens for liquor; what remaining arms there were I took on board for safe-keeping. On the 21st, Captain Fairless went off and left his men, as he said, to go to New Berne by way of Suffolk. His men say they will serve under him no longer. They are now left in charge of a man they call lieutenant, with no clothing, no rations; are dependent on the county for subsistence.

Very respectfully, your obedient servant,

THOS. J. WOODWARD,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander CHAS. W. FLUSSER,
Senior Naval Officer Present.

Report of Commander Armstrong, U. S. Navy, of the capture of the English steamer Sunbeam and the destruction of a schooner.

U. S. S. STATE OF GEORGIA,
Off New Inlet, North Carolina, September 28, 1862.

SIR: I have the honor to report the seizure, by this ship and the U. S. S. *Mystic*, of the English steamer *Sunbeam*, while endeavoring to run the blockade of this port. I enclose a copy of my letter to the honorable judge, detailing the circumstances of her capture. I have sent her to New York for adjudication in charge of Acting Master Charles Folsom and a prize crew.

On September 26, a schooner endeavored to run the blockade and was chased on shore under the guns of a battery, which opened fire on the *Mystic*. This ship and the *Mystic* ran in, shelled the camp of the rebels and battery, and effectually destroyed the schooner.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

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

[Enclosure.]

U. S. S. STATE OF GEORGIA,
Off New Inlet, North Carolina, September 28, 1862.

SIR: This morning at daylight a sail was seen under Smith's Island, running in for the entrance to Cape Fear River. Chase was given. The vessel proved to be a steamer. The American ensign was hoisted at our peak, the steamer showing English colors. On approaching the steamer a gun was fired to leeward for her to heave to. She paid no attention to it, ran on for Fort Fisher, which opened its fire on us, its shell passing over the ship. A shell from our forward gun was fired over the steamer, when she rounded to, head offshore, but almost at once commenced backing in toward the fort. A shell was fired from this ship astern of the steamer, when she stopped and was boarded by the boats of this ship, distant at the time about $1\frac{1}{2}$ miles from the fort. She proved to be the English steamer *Sunbeam*, mentioned in a letter from the U. S. consul at Liverpool, dated August 8, 1862, of which the following is an extract:

In dispatch of August 6, reference is made to the sailing of the screw steamer *Sunbeam*. This vessel is intended to run the blockade. Her cargo consists of gunpowder, muskets, etc. They are all intended for the rebel Government. Large quantities of arms, gunpowder, and military stores of all kinds are now being shipped by the merchants at this place to Havana in the packets that sail weekly for that place. They expect to run these into the South on the steamers which have been purchased and sent to Nassau, Bermuda, and Havana for that purpose.

I have detailed a prize crew from the officers and crew of this ship and steamer *Mystic* present at her capture, and forward in charge of Acting Master Charles Folsom, in charge of the prize, the log book and all papers found on board.

I enclose an order to three officers for an examination of the vessel, with their report, and an extract from my log book, signed by the officer of the morning watch; also a certified copy of the remarks copied from and found on the log slate of the *Sunbeam* which brings the log book up to 8 o'clock Sunday night, sea time.

The master of the vessel alleges he ran in in distress, but the report of the officers does not show it, and he certainly was persistent in his endeavor to get by, choosing early daylight as his time. His log book shows that he was aware of his position at noon yesterday, at which time his log ceases. The enclosed extract copied from his log slate shows he steered in W. by N.; that he lighted his fires at 8 o'clock at night and got up steam to run in. The steamer is bark-rigged, carries a large amount of canvas, looks like an English gunboat, for which she was taken when first seen, is a sailing vessel with steam as auxiliary, and has a speed of some 13 knots under canvas alone. It appears from the statements of her crew that she was in sight of this port last night, but did not know what to make of the lights seen, which were from these vessels, making signals to the mail steamer *Massachusetts* arriving from New York. The lights of that steamer were again seen this morning and avoided. It appears she has thrown overboard three guns, a fact not mentioned in her log book. Her cargo consists of gunpowder and army stores, no examination of which has been made.

I send her to New York for adjudication.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,

Commander, Commanding.

Hon. JUDGE OF THE U. S. DISTRICT COURT

FOR THE EASTERN DISTRICT OF NEW YORK.

Report of Commander Armstrong, U. S. Navy, regarding the crew of the English steamer Sunbeam.

U. S. S. STATE OF GEORGIA,
Off New Inlet, North Carolina, September 28, 1862.

SIR: Owing to the large number of persons found on board the English prize steamer *Sunbeam*, I have been compelled to secure safety by taking on board this ship from her the following-named persons of her crew:

John Kidd, fireman; William Caldwell, fireman; Francis Patten, John McClelland, James Frazer, George Gregg, seamen.

This leaves on board the master, two mates, two passengers, two engineers, and six of the crew. I have sent home a prize crew of twenty-two all told. The six men taken out will be forwarded to New York by the first opportunity.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the survey of the bars off Wilmington, N. C.

U. S. S. MONTICELLO,
Off the Western Bar, Cape Fear River, September 29, 1862.

SIR: I have the honor to acknowledge the receipt of your letter, September 9, relative to the depth of water on the bars off Wilmington, N. C., and in reply beg to say I have adopted all the means in my power to survey the western bar of Cape Fear River. The ships composing the blockade here, three in number, were placed each about 2½ miles from Fort Caswell, and a sufficient distance apart to obtain good angles on the bar. Their positions were determined by compass bearings upon Bald Head light-house, Fort Caswell, and Miller House, also by sextant angles upon the same points, and upon the pilot lookout pole on Oak Island. With four boats equipped for work, I, on two occasions at night, upon low water, went to the bar, having two good contraband pilots, each of the blockading vessels showing a bright light at the masthead. The lines which we ran across the bar and up the channel way toward Fort Caswell have satisfied me fully that at low water there are 10 feet on the bar. As regards the plotting of the work, it is unsatisfactory, owing to several causes, such as inexperience of officers who assisted me not carefully reading the angles, and want of means to determine accurately the position of the ships on ebb and flood and slack water. As soon as low water serves at a favorable time of the night, I will again visit the bar and repeat the work carefully, by running compass courses, crossing and recrossing at least a half a dozen times at low water. The greatest difficulty we had to labor under was reading the sextant angles by a light in the boat, which light we have to carefully hide from the enemy, and you may judge how short our distance from him when the sentry's hail on post could

be distinctly heard. From my late personal examination of the bar I am led to believe that there are 15 feet at high water.

I am, sir, very respectfully, your obedient servant,
D. L. BRAINE,
Lieutenant-Commander.

Acting-Rear-Admiral S. P. LEE,
Comdy. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, suggesting reasons for delaying the notice to noncombatants in Norfolk.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., September 29, 1862.

ADMIRAL: We had advices yesterday from the Blackwater. The enemy have not crossed, nor can I ascertain that they have been reinforced. I think there is not an armed insurgent within 40 miles of Norfolk, unless it be some lurking squads or perhaps companies in the Dismal Swamp. In the meantime we have strengthened Suffolk so as to feel confident of resisting any force the enemy can have on the Blackwater.

I have fully considered the matter of the proposed notice to the people of Norfolk and the foreign consuls residing there, and regret to differ in opinion with you in regard to the policy of giving it at the present time. I am not sure that we can say that Suffolk is threatened until there is an advance of the enemy's forces, and I do not think the people of Norfolk should be disturbed unnecessarily. The hostile attack should be imminent. A notice of twenty-four hours is all that is needed in case of an intended attack or bombardment, and where we are merely acting on the defensive a longer one can not be expected of us.

I have express orders not to allow anyone to pass through our lines without the permission of the Secretary of War. If the proposed notice is to have any effect at all, it will be to induce the wealthier portions of the people to leave, and they are in general opposed to us. The poor, among whom are nearly all the loyal part of the population, have not the means of leaving. The result would therefore be to drive off those who sympathize with the insurgents and diminish the objection on the part of their forces to attack the place. I should moreover feel greatly embarrassed by applications to pass our lines. I am constantly refusing them now to parties who wish to go to Richmond. The proposed notice would ensure a renewal of these applications and impose on me the obligation to grant them, as well as all others which might be made, while I am prohibited from doing so.

There is another consideration: I do not like at this time to acknowledge that we are acting on the defensive. The enemy, as I see from the Richmond papers, have been expecting an attack on Petersburg, and they think we have been very heavily reinforced at Suffolk. The notice would be an acknowledgment that we have not the means of making an aggressive movement, and it might encourage, such a movement against us.

These objections, as you see, relate chiefly to time. The form of the notice you enclosed to me is entirely unobjectionable. The only suggestion that occurs to me is the addition of the following words at the close, viz, "in case these places shall be assailed."

If you will, as you proposed in your letter of the 26th, send me such a notice signed by yourself, I will use it when I think it necessary.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, requesting instructions regarding the disposition of prize sloop.

U. S. S. HETZEL,
Off New Berne, N. C., September 30, 1862.

SIR: I have a small prize sloop here of about 30 tons, captured at this place when it was taken possession of by the naval forces, March 14, 1862.

She is of no use to me, and I have no authority to sell her. I have been offered \$1,000 for her, possession to be given immediately, which proposition I, of course, was obliged to decline. I presume she can not be legally disposed of until she has been condemned. Will you instruct me upon this point, and advise me what course to pursue in order to get rid of the vessel?

I have the honor to be, etc.,

H. K. DAVENPORT,
Commander, Senior Naval Officer in Sounds of North Carolina.
Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the blockade of Bogue Inlet.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., September 30, 1862.

SIR: Yours of the 25th instant is received.

Hereafter please make me a report on the 1st and 15th of each month, showing, in general terms, the disposition of the vessels in the sounds belonging to this squadron and, as far as you may know, the service performed by each of them during the preceding period. Make the first report up to the 1st of October.

With reference to Bogue Inlet, it is easier and better to blockade on the inside than by sea, facilities for patrolling being greater. I wish this point watched as well as practicable. At all events it is necessary to send there and make full enquiries to ascertain if there is any trade ever carried on through that inlet, as I hear, via the blockade of Wilmington, is the case. Do the best you can in this matter.

Direct Acting Master B. H. Porter to report to me in person as soon as he may be able to do so. On his arrival here I shall convene a board for the examination of the midshipmen of this squadron. I hope you have an intelligent and discreet officer to put in command of the *Ellis*.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander H. K. DAVENPORT, U. S. Navy,
Comdg. U. S. S. Hetzel, Senior Officer Sounds of North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, going stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 1, 1862.

SIR: I have the honor to submit the following statement of the present disposition of vessels belonging to the North Atlantic Blockading Squadron:

Vessel.	Station.	Vessel.	Station.
Minnesota, flagship	Off Newport News, Va.	Hetzel (vessel of senior officer).	Sounds of North Carolina.
New Ironsides, ironclad	Do.	Commodore Perry	Do.
Galena, ironclad	Do.	Louisiana	Do.
Mahaska	Do.	Hunchback	Do.
Genesee	Do.	Ellis	Do.
Miami	Do.	Shawsheen	Do.
Morse	Do.	Lockwood	Do.
Zouave*	Do.	Ceres	Do.
Cohasset*	Do.	General Putnam, ordered here for repairs.	Do.
Philadelphia, dispatch boat	Do.	Seymour, raised	Do.
Mount Washington, dispatch boat	Do.	Whitehead	Do.
Delaware	Nansemond River, Virginia.	H. Brinker	Do.
Victoria (vessel of senior officer).	Norfolk, Va.	Granite, sailing sloop, armed.	Do.
Commodore Barney	Do.	Underwriter	Do.
Southfield, repairing	Do.	Wm. Badger, supply hulk	Beaufort, N. C.
Brandywine†	Hampton Roads.	Maratanza (vessel of senior officer).	Off Wilmington, N. C.
Chas. Phelps‡	Do.	San Jacinto§	Do.
Roman‡	Do.	State of Georgia	Do.
Ben Morgan‡	Do.	Cambridge	Do.
Alert, tug, repairing	Do.	Penobscot	Do.
Chocura (vessel of senior officer).	York River, Virginia.	Monticello	Do.
Valley City	Do.	Mystic	Do.
Crucader	Blockading in Chesapeake Bay between Piankank and York rivers.	Monitor, repairing	Washington, D. C.
		Rescue, tug, repairing	Do.
		Young America, tug, repairing	Baltimore, Md.
		Mount Vernon||	Do.
		Daylight||	Philadelphia, Pa.

* Tugs employed principally in picket and dispatch duty.

† Hulks for storage of provisions and general supplies.

‡ Hulks for storage of ordnance matter.

§ According to information from Department.

|| No official information.

RECAPITULATION.

Actively employed	37
Repairing	6
No official information	2
Hulks	5
Total	50

Respectfully submitted.

[S. P. LEE,]

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., October 1, 1862.

SIR: In obedience to your order of 30th September, ultimo, I have the honor to submit the following report for the fortnight ending at

date of the disposition of the United States vessels in the sounds of North Carolina.

The *Hetzel*, *Underwriter*, *Hunchback*, *Seymour*, *Ellis*, and *Ceres* have been stationed off New Berne for the protection of that place. During the time specified the *Seymour* was undergoing repairs, consequent upon her sinking in the Neuse River.

The *Commodore Perry*, *Shawsheen*, *Putnam*, *Lockwood*, *Brinker*, and *Whitehead* have been stationed at Plymouth, N. C., for the defense of the United States troops at that place and on picket duty in the rivers flowing into Albemarle Sound.

The *Louisiana* has been stationed at Washington, N. C.

The *Granite* has been employed in blockading Ocracoke Inlet and in cruising in Pamlico Sound.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, in view of information from abroad regarding suspected blockade runners.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 1, 1862.

SIR: I forward to you herewith, for distribution among commanding officers off Wilmington, extracts received September 28, through the honorable Secretary of State, relative to the following vessels suspected of intending to violate this blockade: Steamer *Bonita* (with description), sailing vessels *Ella*, *Amathea*, *Ernestine*, *Clyde*; steamers *Ben Atwood* (with description), *Bahama*, *Julia Usher*, *Minnie*, *Merrimac* (loaded with arms), *Europa* (loaded with arms), *Minho*, *Gladiator*, *Harriet Pinkney*, and *Phoebe*; also account of the building of another gunboat for the rebels at Liverpool, and the affidavit of a seaman relative to the gunboat *Alabama*, or 290.

Impress upon commanding officers the necessity of making themselves familiar with the contents of these papers.

Enclosed herewith is a complete set of extracts, received during the last three months, which you will deliver to the commanding officer of the *San Jacinto*, which is ordered by the Department for temporary service on the blockade off Wilmington.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander G. H. SCOTT, U. S. Navy,

Commanding U. S. Gunboat Maratanza, off Wilmington, N. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the official notice to noncombatants in Norfolk.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 1, 1862.

GENERAL: Your communication of the 29th was received yesterday. You think the notice proposed by me on the 25th not now necessary, as

your outpost at Suffolk has been sufficiently strengthened, and as you believe there is not now an armed insurgent, excepting perhaps some lurking companies in the Dismal Swamp, within 40 miles of Norfolk.

The situation was different when I communicated with the Department in reference to the notice. Then you had just informed me that the enemy was concentrating and threatening to attack Suffolk with a force double our own there in numbers; that you had suggested to General Halleck to withdraw the troops from Suffolk, which he declined to do; that to prevent the enemy from getting between Suffolk and Norfolk you desired, and I stationed, a gunboat in the Western Branch of the Nansemond, and General Viele has recently informed me that he had arranged to barricade and defend Norfolk, or a part of the town embracing the custom-house.

I cheerfully accept your opinion that the proposed notice is not necessary at the present time. The alteration you proposed in the notice, viz, that the consuls, women, and children should leave "in case these places be assailed," would, I respectfully suggest, render the notice inoperative, would not relieve the noncombatants, who would be between two fires, and might occasion complaint on the part of foreign governments.

As you also think a notice of twenty-four hours would be sufficient, and that no notice is now necessary, I presume the matter had better be deferred until from your official sources of information, which are better than mine, you think it time to act, of which I hope you will duly inform me.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fort Monroe, Va.

P. S.—A steamboat with a white flag hoisted ran this blockade up James River to-day.

S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the U. S. S. Isaac N. Seymour, and the dismissal of Commander Preble, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 2, 1862.

SIR: Your communication of the 22d ultimo relative to the raising of the U. S. S. *Seymour* has been this day received. Return thanks in my name to the proper person or persons for services rendered by the army in aiding in the accomplishment of this object. What will be the amount of bills growing out of this bilging of the *Seymour*?

Enclosed herewith are fifteen copies of general order to be distributed among the vessels in the squadron under your authority, one to each, referring to the dismissal of Commander George Henry Preble from the U. S. Navy for permitting the armed steamer *Oreto* to run the blockade off Mobile on the 4th of September. You will cause the order and the matter pertaining to it to be read at general muster on the quarter-deck of every vessel under your command, and entered on the log, according to the order of the Department of September 20, 1862.

Until further orders address all letters to me through the post-office at Fort Monroe.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy,

Comdg. U. S. S. Hetchel, Senior Officer, Sounds of North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, regarding the ironclads under construction at Wilmington and the blockade runner Kate.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 2, 1862.

SIR: Information in which implicit confidence may be placed has this day reached me through the Navy Department that there are now being built at Wilmington, N. C., two ironclad gunboats, each of about 800 tons burden, which were to have been completed on or about the 1st of October. The iron used in these boats is said to have been brought from Richmond, Va. The informant accompanies his statement with the remark: "I am sure this statement is correct; there is no doubt of it."

* * * * *

I observe the following paragraph in the Richmond Whig newspaper of September 30, received this day by flag of truce:

Running the blockade.—On Tuesday morning last the steamer *Kate* ran the blockade and anchored near Smithville at the mouth of the Cape Fear. She started for Wilmington Friday morning.

Until further orders address all your communications to me through the post-office at Fortress Monroe, in order to insure greater promptness of delivery.

Respectfully yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander GUSTAVUS H. SCOTT, U. S. Navy,

Comdg. U. S. S. Maratanza, Senior Officer off Wilmington, N. C.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding movements of flag of truce boat.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 3, 1862.

ADMIRAL: I very much regret that the last steamer sent with flag of truce* to Aiken's Landing should have passed you without reporting. It was sent off in great haste, on a direction from the Secretary of War, with an officer who had never before been on that service. I have taken such measures as I trust will effectually prevent any such failure to report hereafter.

* See p. 102.

I have the honor to acknowledge the receipt of your communication of yesterday, and am,

Very respectfully, admiral, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Joint expedition against Franklin, Va., October 3, 1862.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence and reports.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 26, 1862.

SIR: I have the honor to transmit herewith copies of General Dix's communications, of my orders, and of the official reports (which have just reached me) in relation to the joint expedition against Franklin, Va., on the 3d instant.

The Department will perceive that Lieutenant-Commander Flusser (senior officer present) displayed his usual gallantry, and that the officers and crews of the three gunboats did their parts well, under very trying and difficult circumstances. Our loss was 4 killed and 15 wounded. Lieutenant-Commander Flusser commends the good conduct of Acting Lieutenant Edmund R. Colhoun, commanding the *Hunchback*, and of Acting Master Charles A. French, commanding the *Whitehead*. I recommend these officers to the favorable notice of the Department. Lieutenant William B. Cushing has been put in command of the gunboat *Ellis*, and is increasing his reputation by active operations.

I have instructed Commander Davenport to have Acting Third Assistant Engineer Richards, whose conduct is very favorably reported upon by Lieutenant-Commander Flusser, to be examined with a view to his promotion. I appointed, under date of October 25, and subject to your approval, Daniel Lakin (seaman), of the *Commodore Perry*, Edwin Smith (ordinary seaman), of the *Whitehead*, and Thomas O. Barton (seaman), of the *Hunchback*, acting master's mates, on the recommendation of their several commanding officers and as a reward for their gallantry.

In accordance with Lieutenant-Commander Flusser's recommendation of Corporal James H. Burbank, of the Fourth Rhode Island Volunteers, I have asked Major-General Foster to promote him.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, asking cooperation.

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., September 24, 1862.

ADMIRAL: I had last evening an earnest request from Major-General Peck, commanding at Suffolk, that two or three gunboats should be sent up the Chowan and Blackwater rivers as far as Franklin, where the enemy have a force of from 10,000 to 12,000 men. If this can be

done I think we shall be able to disperse this force and destroy the bridge at this place.

I have sent my aid, Major Dix, with this dispatch and will be glad to receive your answer by him.

I have received your communication of yesterday and will give it my early attention.

I have the honor to be, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to cooperate with Major-General Dix, U. S. Army.

FLAGSHIP MINNESOTA,
Norfolk, Va., September 24, 1862.

SIR: General Dix earnestly requests that two or three gunboats may be sent up the Chowan and Blackwater rivers as far as Franklin (where the railroad to Suffolk crosses the Blackwater). The enemy has a force of from 10,000 to 12,000 men at Franklin, where they are concentrating to attack Suffolk. General Dix proposes to disperse the enemy at Franklin and to destroy the bridge there.

You are hereby directed to give all the assistance in your power for the accomplishment of this object, with such of the gunboats as can be used for this purpose. General Dix will send an officer to deliver this dispatch, and to arrange with you the necessary details, if you can get up to Franklin with sufficient force.

Respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

Lieutenant-Commander C. W. FLUSSER, U. S. Navy,
Comdg. U. S. S. Commodore Perry, Plymouth, N. C.

[Endorsement.]

This dispatch was sent unsealed to General Dix by his aid, Major Dix, to be read by General Dix and forwarded by him, and, as I supposed, from Major Dix's representations, by the officer who was to make the arrangements for the attack with Lieutenant-Commander Flusser.

[S. P. L.]

[Telegram.]

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., September 24, 1862.

The following dispatch was received from General Peck last evening:

I have received a report from Colonel [Samuel P.] Spear, commanding reconnoissance, to this effect: He found first pickets of enemy 3 miles this side Franklin; drove them, proceeded a mile farther, and met the enemy in some force at junction of South Quay and Franklin roads. Enemy fell back; 1 mile from Franklin cavalry and infantry pickets; drove them and proceeded half a mile farther; opened with artillery. Reconnoissance halted and reconnoitered vicinity. Five thousand infantry at Franklin, on both sides; near 2,000 at South Quay; 1,200 at Prestons. Floating bridge across Blackwater; can cross cars or artillery; very strict guard kept.

[JOHN A. DIX,
Major-General.]

[Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.]

Report of Lieutenant-Commander Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., September 26, 1862.

SIR: Your dispatch of the 24th instant is just received.

I shall be at Franklin at 6 a. m. of the 3d of October, if possible.

I deem General Dix's information concerning the building of the bridge and the strength of the enemy to be incorrect. We have possibly a battery to encounter, but this I do not care for if the army clears away the sharpshooters from the banks.

I have the honor to be, sir, very respectfully, your obedient servant,
C. W. FLUSSER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

The above letter from Lieutenant-Commander Flusser was received through General Dix, September 29, and a copy of it immediately sent to General Dix, together with a request that he would take the proper action in the premises.

[S. P. L.]

Additional order from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy.

FLAGSHIP MINNESOTA,
Off Newport News, September 29, 1862.

SIR: Yours of the 25th [26th] is just received through General Dix. I have sent him a copy of it, and requested him to give you the aid you ask in respect to the sharpshooters, and to inform you of what he proposes to do about it.

You will understand my order of the 24th instant, sent to you through General Dix, as meaning that you should do all you could to aid the troops in their proposed operations which it may be practicable for you to render under the surrounding circumstances, of which you, on the spot and understanding the situation, can well judge

I have confidence in your zeal and in your discretion.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Lieutenant-Commander C. W. FLUSSER,
Comdg. Commodore Perry, Albemarle Sound, North Carolina.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

FORT MONROE, *October 5, 1862.*

MY DEAR ADMIRAL: You know Lieutenant-Commander Flusser appointed the 3d to be at Franklin. Finding it too early I sent a special messenger to him, asking him to wait a few days, but, for some unexpected delays, the messenger arrived about five hours after he had gone up the river. It was of no consequence, however, for we sent about 2,000 men to Franklin on the 2d, and on the 3d they were very early in the morning at the [Blackwater!] River. The enemy was there in greatly superior numbers; but our men kept him at bay during the entire day, waiting for the gunboats. They heard firing apparently

some 15 miles below, and it has been reported to General Peck that the river has been obstructed near Mianoke.

Our troops drew off at night, having lost 1 man killed and 6 wounded and missing. The enemy is believed to have lost from 70 to 100. They would have remained another day, but two scoundrels from New York, belonging to a regiment of mounted riflemen—one of them an orderly at General Peck's headquarters—deserted in the night, and passed over to the enemy; and knowing they would inform him of the amount of our force, we thought it best, especially as we had given up the gunboats, to withdraw. I feel anxious to know how Lieutenant-Commander Flusser fared, and if I do not hear to-morrow I shall send a special messenger to him, who will take dispatches for you if you desire it.

I am, sincerely, yours,

JOHN A. DIX.

Admiral LEE.

P. S.—General Peck advises me of the arrival of the *Stepping Stones* at Suffolk, for which I thank you.

Report of Major-General Dix, U. S. Army.

FORT MONROE, VA.,
October 5, 1862—12:46 p. m.

I planned an expedition, as I advised you, to destroy the floating bridge the enemy had thrown over the Blackwater at Franklin. We were to have had the cooperation of the gunboats from Albemarle Sound by order of Admiral Lee, but I think they must have met with obstructions, as they did not come. Our troops, less than 2,000 in number, under Colonel Spear, Eleventh Pennsylvania Cavalry, held the enemy, greatly superior in force, at bay at the river for several hours waiting for the gunboats. They behaved with great coolness, and, as we think, killed and wounded from 70 to 100 of the enemy. Our loss was 1 killed and 6 wounded and missing.

JOHN A. DIX,
Major-General.

General HALLECK,
General in Chief.

Report of Commander Davenport, U. S. Navy, transmitting reports of commanding officers.

U. S. S. HETZEL,
Off New Berne, N. C., October 15, 1862.

SIR: I enclose herewith the reports of Lieutenant-Commander Flusser, Acting Lieutenant Colhoun, and Acting Master Commanding French, concerning the action on the Blackwater River, near Franklin, on the 3d instant.

While I can not praise too highly the gallantry and heroism displayed by officers and men on the occasion, I think it extremely hazardous for our gunboats, unprotected as the men are by bulwarks or any other defenses, to go on expeditions up these narrow and tortuous rivers.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.
Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Lieutenant-Commander Flusser, U. S. Navy, commanding the U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., October 6, 1862.

SIR: On the evening of the 26th ultimo I received a dispatch from Major-General Dix, asking me to cooperate with him in an attack on Franklin. The officer who brought the dispatch was authorized to arrange the time of attack, and it was agreed between us that it should be at 6 a. m. on the 3d October. With the communication from General Dix came another from the acting rear-admiral commanding the North Atlantic Blockading Squadron, directing me to act in concert with the land forces.

On the night of the 2d instant I lay, with the *Hunchback* and *Whitehead* in company, about 3 miles from Franklin. At 5:45 on the 3d we got underway, after giving the men an early breakfast, and started up the river, shelling the banks as we went. At 7 o'clock, when about three-quarters of a mile from Franklin, and while running a line to swing us around a bend, the enemy opened fire on us from a place of concealment on the bluff overhead. As we were too near to use the great guns on them, I ordered the men to shelter themselves as they best could and tried to steam past, but the river here is very narrow and we ran into the bank.

While in this position one of the rebels, more gallant than his fellows, rushed down the bank, cheering on his men, with the seeming intention of boarding us, but they did not follow him, and he was shot by one of my men.

In a few minutes we got off and steamed up until our guns would bear, when we threw into the rebels a heavy fire of IX-inch grape and shell, with canister and shrapnel from our fieldpiece. This fire covered the *Hunchback* as she rounded the bend, and she in turn covered the *Whitehead*.

After getting around the bend we found the river barricaded in front of us. This barricade could have been removed, but not under the terrible fire to which we were exposed.

In this position we remained till 10:15 a. m., hoping to hear the guns of the land force, but no such welcome sound came to our ears.

During this time we kept up a fire of great guns and musketry. With the forward IX-inch gun I threw shells in the direction of Franklin; with the forward 32-pounder poured grape and canister into the woods on our left; with the after 32-pounder and field gun gave them the same on the right, and shelled the bluff, from which they fired on us so heavily, with the after IX-inch gun.

At 10:15 we started down, getting a terrible fire from the bluff. The enemy continued to fire at us from every available point until 2:30 p. m. They also attempted to block the river in our rear, by felling trees, through which obstructions we pushed with a heavy head of steam.

On our return I sent the *Hunchback* to Plymouth to bury the dead, and proceeded to Roanoke Island with the wounded (one dying on the way), where Colonel Howard very kindly gave me the steamer *Emily* to carry them to Norfolk hospital.

We, in this boat, had 2 killed, Master's Mate John Lynch and Quartermaster Justin Baker, and 10 men wounded, 2 of them, I fear, mortally.

I sent Dr. Gale on in charge of the wounded, and did not get his

report of casualties before he left; it shall be sent immediately on his return.

I enclose reports of Acting Lieutenant Colhoun and Acting Master Commanding French, with return of casualties on board their vessels. I was well supported; Colhoun and French both did their duty.

On board my own vessel the officers and men generally behaved well.

I desire to mention as worthy of praise for great gallantry, Lieutenant William B. Cushing, who ran the fieldpiece out amid a storm of bullets, took a sure and deliberate aim at the rebels, and sent a charge of canister among them that completely silenced their fire at that point. Mr. Lynch assisted Mr. Cushing, and here met his death like a brave fellow, as he was. Mr. Richards, third assistant engineer, who had charge of the powder division, also assisted with the howitzer, and showed great courage.

Mr. Anderson, the paymaster, was of great assistance in bringing in the wounded from under the fire, and conveying them to the doctor.

Among the men, Daniel Lakin (seaman), John Williams (seaman), John Breeze (boatswain's mate), Alfred Peterson (seaman), and James H. Burbank, corporal in the Fourth Rhode Island Volunteers, distinguished themselves by their gallant conduct.

I recommend the first for an appointment as master's mate; the second, I shall make boatswain's mate; Peterson I shall make quartermaster, and hope the corporal may be made a sergeant.

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

C. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
Senior Naval Officer in Sounds of North Carolina.

P. S.—I omitted in the names of those who did well Justin Baker, quartermaster, killed, and John W. Johnson, landsman, wounded badly.

[Enclosures.]

U. S. S. COMMODORE PERRY, *October 3, 1862.*

SIR: I have the honor to inform you that the following is a correct report of the killed and wounded on board the U. S. S. *Commodore Perry*, while engaged with the enemy on the Blackwater River, near Franklin, Va., on the 3d day of October, 1862:

Killed.—John Lynch, master's mate, rifle ball through the heart; Justin Baker, quartermaster, rifle ball through the head.

Wounded.—John W. Johnson, landsman, arm shattered by rifle ball; George Nicholas, able seaman, rifle ball through the head; James Brown, captain's steward, rifle ball through the hand; John Dowling, able seaman, rifle-ball wound through the posterior; William Cornell, able seaman, rifle-ball wound through the neck; James McManis, fireman, bayonet wound in leg; Isaac Fisher, private in Ninth New Jersey Regiment, rifle ball through body; Peter Gilghassen, private in Ninth New Jersey Regiment, rifle ball through thigh; John E. French, private in Ninth New Jersey Regiment, rifle ball, slight, in forehead; William Bucklin, private in Fourth Rhode Island Regiment, rifle ball, slight, in neck.

Very respectfully, your obedient servant,

GEO. W. GALE,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander C. W. FLUSSER.

U. S. S. COMMODORE PERRY, *October 6, 1862.*

SIR: We expended, as near as I can determine, in the fight of the 3d:

9-inch shells	102
6-inch shells	54
Stand of grape for 9-inch gun	16
Stand of grape for 6-inch gun	27
Stand of canister for 6-inch gun	26
Rounds of ammunition for the howitzer	94
<hr/>	
Total amount of ammunition expended.....	319

Respectfully submitted,

WILLIAM B. CUSHING,
Lieutenant.

Lieutenant-Commander C. W. FLUSSER,
Commanding U. S. S. Commodore Perry.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Hunchback.

U. S. S. HUNCHBACK,
Off Plymouth, N. C., October 6, 1862.

SIR: The following is an account of the part taken by this vessel in the fight on the Blackwater on Friday, the 3d instant. I got underway at 5:30 a. m. from our anchorage about 4 miles below Franklin, following your vessel closely, the *Whitehead* being astern of us. When the enemy opened a heavy fire of musketry on you, I pushed ahead to your support. The river being very narrow at that point, and the turn "short around," I found great difficulty in turning the bend, being detained there nearly half an hour under a heavy fire of musketry, and one shot from artillery, which latter killed two men, a grapeshot passing through both, killing them almost instantly. From that time until 10:30 a. m., when we had fought our way to a point within about three-fourths of a mile of Franklin, the fighting was the same; here and there high banks, with dense foliage, a narrow and very crooked stream, with frequent heavy firing of musketry. On our passage down we met with even a warmer reception, the enemy seeming determined to capture us, having, as you are aware, cut down large trees to close up the river. We were not idle all that time, but whenever I could fire my 9-inch guns without exposing the men, I let them have shell, shrapnel, and grape, and when the firing of the enemy was so hot that I could not expose the men, I worked my two howitzers in the gangway, giving directions through the speaking tube in the pilot house how to fire. I can not speak too highly in praise of the officers and men under my command. They did their duty nobly. I have to regret the loss of one of my best men, James Ritchie, boatswain's mate, who was killed when about to sight his gun. I would bring to your notice the heroic conduct of Thomas C. Barton, seaman, who, when a shell with cartridge attached fell out of the howitzer upon the deck, the charge, which must have been wet, being ignited, got a bucket of water and threw it upon it, thereby preventing its explosion.

Our loss, as will be seen by the report of Acting Assistant Surgeon George R. Mann, was:

Killed.—James Ritchie, boatswain's mate, and Frank Davis, contraband.

Wounded.—Samuel B. Sharp, seaman, left arm.

We fired from the 9-inch guns 22 shells, 10 shrapnel, and 1 stand of grape. From the 100-pounder rifle 9 percussion shell, and from the

howitzers 9 stand of grape, 27 shrapnel, 28 shell, and 26 canister, making a total of 132.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,

Acting Lieutenant, Commanding U. S. S. Hunchback.

Lieutenant-Commander C. W. FLUSSER, U. S. Navy,
Commanding Naval Forces, Albemarle Sound, North Carolina.

[Enclosure.]

U. S. S. HUNCHBACK.

Off Plymouth, N. C., October 6, 1862.

SIR: I have the honor to report to you the following list of casualties occurring on board of your vessel during the engagement of October 3, 1862.

Very respectfully, your obedient servant,

GEO. R. MANN,

Acting Assistant Surgeon, U. S. Navy.

EDMUND R. COLHOUN,

Acting Lieutenant, Commanding U. S. S. Hunchback.

Killed.—James Ritchie, boatswain's mate; Frank Davis, contraband.
Wounded.—S. B. Sharp, seaman, in left arm.

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,

Off Winfield, N. C., October 4, 1862.

SIR: I have the honor to submit the following report:

In obedience to your order, I left my anchorage at this place on the evening of the 1st instant to take part in the expedition up this river, together with yourself and steamer *Hunchback*. When about 1 mile below Franklin, on the morning of the 3d, at 7 o'clock, I engaged the enemy in force, who were posted on a high embankment with musketry, and, on my approach, finding the elevation so great, and his fire so hot, and my men so exposed, I was forced to order them under cover for a short time till I got past, during which time I had 4 wounded, 3 of which severely. A special report of which you will find enclosed.

At 10:30 a. m., as per your order, I proceeded on my way down river, receiving a severe fire from the enemy at different embankments for some miles below, but during the passage down I maintained my fire very regular, keeping the enemy in check. I am only surprised that the casualties were not greater, considering our exposed situation and the upper works being so cut up with musketry.

My officers and men were generally prompt and merit my thanks. I would particularly mention Edwin Smith (ordinary seaman) for gallantry, who swam on shore under the fire of the enemy with a line, while lying aground on the opposite bank, which rendered me important service, as the risk of lowering a boat would have been extremely hazardous.

I expended during the action 49 rounds, exclusive of musketry.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Master, Commanding Steamer Whitehead.

Lieutenant-Commander CHAS. W. FLUSSER,

Commanding Naval Forces, Albemarle Sound, North Carolina.

Additional report of Acting Master French, U. S. Navy.

U. S. S. WHITEHEAD.

Off Winfield, N. C., October 4, 1862.

SIR: I have the honor to report the following-named men who were wounded in the late engagement near Franklin, on the Chowan River, viz:

John Weller, quartermaster, in both legs, severely; Joseph Roderick, quartermaster, internally, severely; Charles Doherty, ordinary seaman, head, severely; Alexander Wilson, seaman, finger, slightly.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Master, Commanding Steamer Whitehead.

Lieutenant-Commander CHARLES W. FLUSSER,

Commanding Naval Forces, Albemarle Sound, North Carolina.

Report of Lieutenant-Commander Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,

Plymouth, N. C., October 6, 1862.

SIR: In obedience to your order, and in compliance with the wishes of Major-General Dix, I started for Franklin, to cooperate with the army, on the 1st instant, from this place.

We shelled the town on the morning of the 3d from a position about three-quarters of a mile below, and fought the enemy on the banks from about 7 a. m. till 10:15 a. m. Hearing nothing of the army then, the river being barricaded ahead of us and it being a very unequal fight, I thought it best to return.

The troops were nearly all on the south or right bank of the river, so the army to protect me from their sharpshooters would first have to cross the stream.

General Pettigrew commands at Franklin.

Our loss was quite heavy. I do not think I can be of the least service to the army, and I think the enemy by this time suspect that they are to be attacked.

I shall send through Commander Davenport a full report of the affair.

The enemy attempted to blockade the river in our rear, and would have succeeded had we remained above a few hours longer.

Without an order from you I shall not attempt it again, as suggested in General Dix's latter note.

It is folly to fight these people on the banks, where they have every advantage, and can drive the men from the great guns.

The last fire received from the enemy on our return (and they made use of every favorable point to give it to us) was about 2:30 p. m.

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

C. W. FLUSSER,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

P. S.—I neglected to mention that the other boats were the *Hunchback* and *Whitehead*.

Later.—I have just heard that the enemy expect an attack on Franklin and have gone off to Petersburg. I can not answer for the truth of this report. I only know there were troops at Franklin on the 3d.

Additional report of Lieutenant-Commander Flusser, U. S. Navy.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., October 13, 1862.

MY DEAR DAVENPORT: I neglected to state in my report that the people who fired on us near Franklin were not only soldiers, but there were men without uniforms, and also some negroes.

Yours, truly,

C. W. FLUSSER.

Commander H. K. DAVENPORT,
U. S. S. Hetzel.

Abstract log of the U. S. S. Commodore Perry.

October 3, 1862.—Blackwater River, on way to Franklin. Kept up a brisk shelling till 7, when the rebels opened upon us from the left bank as we rounded the bend; from right bank also. Silenced their fire with howitzer. One-fourth mile farther found a strong barricade across the river. Rebels again opened fire. From 8 to 12 m., brisk firing on both sides. At 12 m., finding that General Dix did not arrive with land force, steamed down the river. Kept up a running fire for three hours longer. Silenced the enemy's fire on *Hunchback* and *Whitehead* with howitzer. Steamed down the river. Saw nothing more of the rebels. Passing Winton at 5 p. m., we threw shells toward the town from 9-inch forward gun and howitzer. At 8 p. m. transferred the dead to the *Hunchback*, took the wounded aboard, and steamed through the sound for Roanoke.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for the discharge of all chartered vessels.

NAVY DEPARTMENT, *October 3, 1862.*

SIR: You will discharge all vessels chartered by the flag-officer of the North Atlantic Blockading Squadron at the earliest practicable moment, that the Department may be relieved from the exorbitant rates now being incurred for charter money.

You will make such disposition of the stores on board of these vessels, by landing them, or otherwise, as may be deemed proper.

The Department has just approved a bill for \$3,000 for charter of the schooner *Charles S. Carstairs*, and the master was informed that you would discharge his vessel at an early date.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding measures for cooperation.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 3, 1862.

GENERAL: My instructions to the commanding naval officer in the Nausemond are to go up as far as he can to the Western Branch of that

river and prevent the enemy from crossing there, and to endeavor to intercept rebel mails passing along there between Norfolk and Richmond, and to avail himself of such information as General Peck, from his position, may be enabled to give, in order to facilitate a cooperation with General Peck's forces, or otherwise, as may be best, against the enemy. I hope General Peck will communicate freely with our gunboats.

I sent the *Morse* to-day to relieve the *Delaware*, the latter to go outside a while. The *Morse* is the more efficient vessel of the two, as she is doubled-ended, and does not have to turn in that narrow stream, in doing which I fear the *Delaware* has got aground, as she has not yet returned.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fort Monroe, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse, to cooperate with the army in the Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 4, 1862.

SIR: The *Morse* was (on the 17th ultimo) ordered up the Nansemond to go as far as the Western Branch of that river (or as near thereto as practicable) to prevent the enemy from crossing there, as was then apprehended by Major-General Dix, to obtain information about and to intercept rebel mails passing between Norfolk and Richmond.

General Dix now informs me that Major-General Peck has a heavy tug (armed) up the Nansemond, and that he will be advised of all exigencies as they arise in that quarter, and know how to meet them. I have requested General Dix to have you promptly informed by General Peck of any such situation of affairs as will enable you to directly act against the enemy, or to cooperate with the army against him. You will promptly avail yourself of any such information.

Hand a certified copy of this to your successor.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. A. BABCOCK, U. S. Navy,
Commanding U. S. S. Morse, Nansemond River, Virginia.

P. S.—Let me know of everything of interest which you may do or ascertain. This is a blockaded region and all trade is prohibited. Oystering and fishing, not in vessels, but in open skiffs and canoes, for the consumption of the army, navy, and inhabitants, all in the immediate vicinity, may be allowed within reasonable limits at your discretion. The vessels in the Nausemond should avoid being surprised by sharpshooters.

S. P. LEE,
Acting Rear-Admiral.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Harris, U. S. Navy, commanding U. S. S. Stepping Stones, to cooperate with the army in the Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 4, 1862.

SIR: Proceed up the Nansemond and report to your senior officer there, Lieutenant-Commander Babcock, commanding U. S. S. *Morse*, giving him a copy of these instructions.

Your duty will be to guard as far as practicable that part of the Nansemond and its Western Branch, which the *Morse* or her relief may not be able to ascend, to prevent a crossing by the enemy; to intercept rebel mails; to act against the enemy, cooperating to the best of your ability and opportunity with Major-General Peck and our troops to that end; and to comply with the orders of the senior officer in the Nansemond; and to prevent any violation of the blockade. Report through your senior officer everything of interest which you may do or ascertain. Herewith you will have the usual instructions against allowing any traffic.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Master T. A. HARRIS, U. S. Navy,
Commanding U. S. S. Stepping Stones, off Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding appointment of officers and repairs to vessels in the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 4, 1862.

SIR: * * * Ascertain how many officers of each grade are absolutely necessary for the efficiency of the vessels in the sounds. Some of the officers in hospital may be expected soon to rejoin their vessels. Where it is necessary to appoint acting masters, acting ensigns, and acting master's mates for duty in the sounds, it is best to appoint and encourage those who have served and have experience there, if such can be found possessing the requisite qualifications of age and sea service. You will therefore take much pains to ascertain if there are any such persons on board the vessels in the sounds, and send me their names.

* * * * *

I have received your letter of the 19th, enclosing extracts from Lieutenant-Commander Flusser's report of the 17th ultimo, and relating to the present unserviceable condition of the *Brinker*, *Ceres*, *Putnam*, and *Whitehead*. Boilers are now being made for the *Whitehead* at Washington and for the *Ceres* at Baltimore, those for the latter probably being nearly completed. On this completion in each case being reported to me I shall send for the vessel. The *Putnam* was ordered to return here September 24 for repairs, selecting fair weather and an opportunity of having some army transport for consort. If she can be readily got through the canals it would be better to send her by that route. I have received no report of survey on the *Brinker*; if necessary hold one and forward report to me. All repairs possible should be made in the sounds.

Information in which it is said implicit confidence may be placed has reached me through the Navy Department that there are now being built at Wilmington, N. C., two ironclad gunboats, each of about 800 tons burden, which were to have been completed on or about the 1st of October. The informant accompanies his statement with the remark, "I am sure this information is correct; there is no doubt of it."

* * * * *

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Commander H. K. DAVENPORT,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, senior officer off Wilmington, N. C., regarding the blockade of that port.

U. S. S. MINNESOTA,
Off Newport News, Va., October 4, 1862.

SIR: I forward to you herewith circulars of September 16, addressed to the several vessels off Wilmington, relative to the new spirit law, to commissioned and warrant officers in the Navy.

I am informed, from a source entitled to the utmost degree of credit, that "there are 45,000 tons of iron plates on their way to the rebels, and Wilmington, they say, is an open port." Wilmington an open port! What a reproach to the blockade! The duty of the commanding officers and the safety of the blockading vessels require that the blockade of Wilmington should be effective. I hope Lieutenant-Commander Braine will be able to secure soundings enough to enable our ironclads to get in. Speak to him in official confidence about this and let me know what has been and can be done in the premises.

Very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander GUSTAVUS H. SCOTT, U. S. Navy,
Senior Officer off Wilmington, N. C., Comdg. U. S. S. Maratanza.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, for the transportation of a draft of men for the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 4, 1862.

SIR: Proceed with the *Delaware* under your command to Hampton Roads, and there receive on board from the *Brandywine* a draft of men with their accounts for the sounds of North Carolina and whatever articles Commander Totten and Lieutenant-Commander Phenix, ordnance officer, may have to send there by you, and which you can conveniently carry. After receiving them on board, and whatever additional quantity of coal you may need to make the trip, together with a pilot, you will proceed to New Berne, N. C., via Hatteras Inlet, and deliver to Commander Davenport or the senior officer present the men,

with their accounts, etc., and the articles you may have on board for the vessels in the sounds. You will then promptly return with all practicable dispatch and report to me at this place.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant A. P. FOSTER, U. S. Navy,

Comdg. U. S. S. Delaware, North Atlantic Blockading Squadron.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to forward statement regarding the capture of steamer Wilson.

U. S. S. HETZEL,

Off New Berne, N. C., October 4, 1862.

SIR: You will please keep me advised in time whether there is a sufficient amount of coal at Roanoke Island for the use of the vessels in Albemarle. I do not want you at any time to get short of a supply.

Will you send me as soon as possible a detailed statement of the capture of the steamer *Wilson* for transmission to the Department? I already have the lists of officers and crews engaged in the capture. I also desire that you will direct Captain Woodward, of the *Shawsheen*, to send me a statement of the speed, draft, armament, etc., of his vessel. His is the only report wanting.

Very respectfully, etc.,

H. K. DAVENPORT,

Commander, etc.

Lieutenant-Commander C. W. FLUSSER,

Commanding Steamer Commodore Perry.

P. S.—Since writing the foregoing I find that I have not Captain Woodward's list of officers and crew engaged in the capture of the steamer *Wilson*. Will you direct him to make it out and forward it as soon as possible?

Yours, etc.,

H. K. D.

Letter from Commander Davenport, U. S. Navy, to the chairman of the Light-House Board, regarding the raising of the Royal Shoal light-boat.

U. S. S. HETZEL,

Off New Berne, N. C., October 4, 1862.

SIR: In accordance with the suggestions contained in your letter of July 24, 1862, I contracted with Captain Pratt, of the wrecking steamer *Dirigo*, for raising one of the light vessels sunk in the Neuse River. I went down to see the vessel, accompanied by two gentlemen conversant with such matters, and they gave me as their opinion that she was worth raising at the price named.

She has been raised and is now anchored off the wharf. She has a quantity of mud and filth in her and will require considerable repairs. I have suspended operations on the others until this one (Royal Shoal light-boat) is sufficiently overhauled to admit of my judging whether it would be prudent to contract for raising the other two. Mr. J. P.

Smith, to whom I have turned over all the property of the Light-House Board, will doubtless give you all the necessary information in reference to his department.

I have the honor to be, etc.,

H. K. DAVENPORT,
Commander, etc.

Rear-Admiral W. B. SHUBRICK,
Chairman of the Light-House Board, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding affairs in and about Wilmington, N. C., and the inefficiency of the blockade.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 5, 1862.

SIR: I transmit herewith some extracts* from dispatches, and copies of enclosures therein, just received from Commander Scott, Commander Clitz, and Lieutenant-Commander Braine, on the blockade off Wilmington. Commander Scott, of the *Maratanza*, senior officer, reports that a steamer (the *Kate*, as confirmed by a Richmond paper) got into Wilmington on the night of the 24th or 25th instant; that the enemy are strengthening their works generally in that vicinity; that the blockading force there is insufficient; that Shallotte Inlet requires to be blockaded; that fourteen contrabands have come off to our vessels in a few days; that they are now crowding the vessels, and that they should be sent away; that the transport *Massachusetts* does not communicate on her return trip with the vessels off Wilmington, as she might and should do for the convenience of the public service. Commander Clitz reports that the *Penobscot* received seven contrabands on the 23d (see list A), who report that the steamer *Mariner*, loaded with cotton, tobacco, and turpentine, is ready to run the blockade.

Lieutenant-Commander Braine reports that the *Monticello* received seven contrabands on the 22d (see list B), who report that the railroad-iron-covered gunboat *North Carolina* was to be launched on the 27th ultimo and to be ready by the 10th instant; that the city is completely intrenched, with guns mounted every half mile; that on Cape Fear River, 2 miles from the city, on the left bank, is Fort Camp Brown, an earth and log work, with 2 guns, opposite to which, in the river, are obstructions made with sunken cribs.

Next, and on the same side, is Fort Mount Towser [Mount Tirza battery] of 2 guns. Next is Fort St. Philip, near Old Brunswick, mounting 16 guns, and obstructions of heavy piles, with a narrow passage inside, where is the Frying Pan Shoals light-boat, with 4 guns. Inside Zeek's Island is another light-boat of 4 guns; that the rebels are building a large foundry, also blacksmith shops, and are making rifles and gun carriages at Fayetteville, and that these arms are sent to Raleigh; that the rebels got out of the *Modern Greece*, which was run ashore near New Inlet, 500 stands of arms, 6 rifled cannon, and a large amount of damaged powder and clothing; that the *Kate* (on her previous trip, I suppose) was chased, and threw overboard 10,000 stands of arms; that a regular weekly trade, by schooner hailing from Wilmington, is kept up between Nassau and Shallotte Inlet, about 20 miles southward and westward of Wilmington.

* See pp. 87-90.

William Robins (contraband), a ship carpenter, worked since July on the two iron-roofed rebel gunboats building at Wilmington, and like the *Merrimaack*. The iron comes from Richmond. Engines on board, but not set; one is new and came from Richmond, the other from the tug *Uncle Ben*. These gunboats were to be ready by the 16th instant, but the workmen left, fearing yellow fever and wanting more pay. There are but about 3,000 soldiers at and near Wilmington. The tug *Marion* is ready to run out with 100 bales cotton. Since the *Modern Greece* (a fine steamer, whose machinery they did not save), nothing but the *Kate* has run the blockade. The *Modern Greece* had two shots through her boiler and one through her donkey engine. Colonel Shaw's body servant says the troops have left, and are in the vicinity of Wilmington, on account of the yellow fever. The conscripts are from 14 to 50 years old. Many of them ran away. Previous to the battles before Richmond, the people were disheartened and disposed to give up the place. Now they are much encouraged. The tug *Mariner* is ready to run for Nassau; has two guns. No business doing; clerks all enlisted. I shall direct the senior officer off Wilmington to ship as many of the useful contrabands as may be needed in the vessels. I ask the Department to direct what disposition shall be made of those not wanted in the vessels. The Department will perceive that at least two more vessels are needed off Wilmington, and for the inlets and the coast of North Carolina, to supply the places of the *Stars and Stripes*, the *Ohippewa*, and the *Victoria*, the latter vessel having been reported unfit for blockading duty. Complaining reports are received of the bad condition of several of the steamers now there, likewise of several in the sounds. A vessel of some sort is wanted for Shallotte Inlet.

No small craft are at Wilmington. The two gunboats are not rams; each will mount three guns at the side and one at each end.

Workmen from the army are completing them. I hope that the transport *Massachusetts* will be ordered to communicate with the blockading vessels off Wilmington on her return trips.

I am, very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

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

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, regarding general matters relating to the latter's command off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 5, 1862.

SIR: I have received your two communications of the 25th ultimo, with their enclosures. The 100 men recently asked for are now here, and will soon be sent to the vessels off Wilmington. The occasion for a part of this draft might have been avoided by using such contrabands as are available under circulars 13 and 14 of the general orders and circulars of this squadron, of which a copy is herewith enclosed. I have asked the Department to allow the transport *Massachusetts* to communicate with you on her return trips.

I can not think the positions occupied by the vessels off Wilmington are the best, in view of the *Kate's* having twice recently run the blockade; and, considering that the vessels have been lying from 5 to 7 miles off, I shall deplore any summary action of the Department in reference to the blockade off Wilmington.

I will order the *Monticello* to this point for repairs as soon as her services can be spared from the blockade. The Department hopes to get some useful soundings from her commander.

I prefer adhering to the course heretofore pursued with reference to the return of the steamers off Wilmington.

A thousand tons of coal are now at or on their way to Beaufort, where the arrival of a part of it is reported. It was ordered one month since. Please inform me what will be the usual monthly expenditures of coal for all the vessels off Wilmington, and how much coal should be sent every week or so from Philadelphia to keep you well supplied, yet prevent any unnecessary charge for demurrage.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander GUSTAVUS H. SCOTT, U. S. Navy,
Senior Officer off Wilmington, Comdg. U. S. Gunboat Maratanza.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture, off Wilmington, N. C., of the steamer Sunbeam, and the destruction of a schooner by the U. S. S. State of Georgia and the U. S. S. Mystic.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., October 6, 1862—p. m.

SIR: I have ordered the *State of Georgia* to the Washington navy yard for some much-needed repairs, which I hope she will receive with the least possible delay. I thought it best, as she is crippled, and as her services are greatly needed on the blockade, to send her to the nearest navy yard. Commander Scott writes urgently for an increase of force off Wilmington to guard, as ordered by me, the inlets below Wilmington, especially Shallotte Inlet, through which, as I have reported to the Department, there is constant trade to and from Wilmington. Besides the capture of the steamer *Sunbeam* on the 28th ultimo, reported to the Department in my telegraphic dispatch, this evening the *State of Georgia* and the *Mystic* drove on shore and destroyed a schooner attempting to run the blockade. Contrabands report this schooner loaded with salt, and that she was a total loss. The vigilance and these achievements of Commander Armstrong and Lieutenant-Commander Arnold at New Inlet entrance will, I am sure, be gratifying to the Department. Commander Scott reports that at the entrance of the main channel the vessels are now stationed during the night in 3 fathoms water, and a boat kept inside on the flats, to give notice of any attempted departure. "The officers and men," Commander Scott says, "seem well aware that the utmost vigilance is required, and perform their duty with cheerfulness and alacrity." The *Maratanza* took coal from the *State of Georgia*, so that the former might remain as long as possible on her station waiting the arrival of an additional force before going to coal. It is very gratifying to me to have this opportunity of reporting to the Department the good dispo-

sition and efforts of Commander Scott and the officers and men off Wilmington.

I have the honor to be, very respectfully, your obedient servant,
S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding proposed cooperative movement on Franklin, N. C.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., October 6, 1862.

MY DEAR DAVENPORT: General Dix writes me that he will be ready by the 10th to move on Franklin, and wishes me to cooperate with him. The Acting Rear-Admiral says I may. I wrote to tell him to-day that I should not go up again without a positive order from him.

If I go up again I shall need more steamers to keep them from blockading in our rear, as they attempted to do, and would have done, if they had had more time. I shall need all the force you can possibly spare me.

I can not go up without grape and canister for IX-inch and 32-pounders and 12-pounder smoothbore. Can you send me more howitzers?

Yours, sincerely,

C. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
New Berne, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Braine, U. S. Navy, regarding a survey of the Wilmington bars.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 7, 1862.

SIR: I have the honor to announce the arrival, October 5, at the roads, of the propeller *Thames*, with 122 recruits, etc., for the squadron. The U. S. gunboat *Aroostook* left at noon on the same day. The schooner *Nellie*, prize to U. S. S. *Alabama*, put into the roads on the 5th for harbor.

Acting Assistant Surgeon Gale has been assigned to duty on board the U. S. S. *Commodore Perry*.

The *State of Georgia*, which leaves Hampton Roads to-day for Washington, has on board the following men, taken for safety from the prize *Sunbeam*: John Kidd, William Caldwell, firemen; James Frazer, Francis Patten, J. McClelland, George Gregg, seamen; leaving on board the prize, of her original complement, the master, two mates, two passengers, two engineers, and six men. She has a prize crew of 22 men all told.

The U. S. S. *Delaware* left yesterday with a draft of men for the sounds. Last night the U. S. gunboat *Port Royal* anchored in the roads on her way southward.

In accordance with the desire of the Department, expressed in its communication of September 1, to know the depth of water on Wilmington bars, I directed Lieutenant-Commander Braine to make such

surveys as his opportunities and his duties on the blockade would permit. In reply I have just received a report* (September 29) of his operations under my order, of which report the enclosed is a copy. I will forward what further information Lieutenant-Commander Braine may give me on the subject.

I have the honor to be, sir, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, regarding measures to prevent collisions.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., October 7, 1862.

SIR: Your No. 10, of the 3d, is received by the *State of Georgia*. The collision between the *State of Georgia* and the *Mystic* is, as you remark, "a most unfortunate affair," by injury done both vessels and the consequent removal of the *State of Georgia* from the blockade at a time when her services are so greatly needed there. With a view to prevent such collisions in future, I will remark that the vessels should have their regular lights burning and covered with tarpaulin hoods, readily removed; also a lookout standing by each ready to uncover promptly in case of necessity, so that the course of each vessel may be quickly indicated. These lights should be trimmed during the night, removing them with their hoods on. The officer of the deck (or, when necessary, the captain) on each vessel should be vigilant, and keep watch on the bridge or other elevated position. The vessel or vessels returning at night, especially when looking for each other, and when the situation may have occasioned the other vessels previously lying at anchor to be underway, should move carefully; the officers should watch vigilantly. In this case both vessels should not have expected to reconnoiter; one should have kept watch at the bar. Communicate these points to each commander on the blockade and arrange to practice due system, in order that such collisions may be avoided in future. I wish to avoid occasion for courts of enquiry.

I have communicated, with high satisfaction, to the Department the destruction of the schooner on the 23d ultimo and the capture of the steamer *Sunbeam* on the 28th ultimo, attempting to run the blockade through New Inlet into Wilmington, by the *State of Georgia*, Commander Armstrong, and the *Mystic*, Lieutenant-Commander Arnold; also the arrangement by you to guard the main channel entrance, and the disposition felt by you and the officers and men on the blockade to perform their duties cheerfully and vigilantly, thus giving a good promise for the future.

* * * * *

Very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

[Commander G. H. SCOTT,

Comdg. U. S. S. Maratanza, Senior Officer off Wilmington, N. C.]

* See p. 97.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Commodore Barney, to proceed to the relief of the U. S. S. Morse in the Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 8, 1862.

SIR: Proceed up the Nansemond River with the U. S. S. *Commodore Barney* under your command, and report to Lieutenant-Commander Babcock, commanding the *Morse*, as his relief, receiving from him all instructions he has for duty there and such information as he may be able to give you. Inform him that it is my desire that he furnish you with certified copies of all his orders from me relative to his operations and conduct in that river. The U. S. S. *Stepping Stones*, Acting Master T. A. Harris commanding, is on the Nansemond with orders to guard that part of the river and its Western Branch, which the *Morse*, or her relief, may not be able to ascend, to prevent the crossing by the enemy, to intercept rebel mails, and to cooperate with the army, as far as practicable, in its operations against the enemy, which last should not be undertaken without previous communications and directions from me, except in case of pressing necessity.

Respectfully, yours, etc.,

S. P. LEE.

Lieutenant-Commander J. C. CHAPLIN, U. S. Navy,
Commanding U. S. S. *Commodore Barney*, off Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, of a proposed visit to the sounds of North Carolina, and regarding needed repairs and increase of battery on the U. S. S. Minnesota.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 8, 1862.

SIR: I have ordered a general court-martial to meet on board the *New Ironsides* for the trial of Corporal Butler, who, with the witnesses, will be brought up from the *Brandywine* in the roads.

When this trial is over—say on Sunday next—I expect to go in this ship to visit the blockade off Wilmington, and then, in the *Philadelphia*, to go into the sounds of North Carolina and look into the state of affairs there. I expect to be absent two or three weeks. I shall before leaving acquaint the senior officer here, Captain Turner, with the state of affairs at this point.

I am informed that the crew of this ship has had no liberty for sixteen months, and the fleet surgeon has verbally and earnestly represented to me that it is necessary they should have liberty as soon as practicable. I wrote yesterday to the Bureau of Ordnance respecting an addition to and some improvement of the battery of this ship. I beg leave to enclose a copy of this letter. The bottom of this ship, as reported by a diver, and as might have been expected, is very foul, and it will be necessary to dock the ship to clean it. I suggest that as soon as the Bureau is ready to act respecting such alterations as it may approve of making in this ship's battery, that I may be authorized to send the *Minnesota* to a northern navy yard to give the crew liberty, make the battery more efficient, remove the poop cabin, clean the ship's bottom, and make some necessary repairs.

I hear informally that, on or about the 3d, Lieutenant-Commander Flusser made a gallant attack on the enemy in the *Blackwater*, losing

several men in killed and wounded, whilst killing and wounding many of the enemy. When the official report reaches me I shall have the honor to make a full report to the Department. The army did not give the expected and promised support.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—If the Department approves of my sending the *Minnesota* to a northern navy yard, I would respectfully suggest that delays would be avoided if the Bureau of Yards and Docks were instructed to order the necessary preparations to be made at the yard which may be selected to receive her.

Respectfully,

[S. P. LEE],
Acting Rear-Admiral.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, October 7, 1862.

SIR: It is probable this ship will soon be sent to Boston to give her crew liberty (who have had none for sixteen months), increase her battery, clean her foul bottom, and receive some necessary repairs. I would like to know what battery the *Wabash* now has, and what changes you will advise and approve and may have the means of making in the *Minnesota's* battery. She has now IX-inch guns on the main deck, VIII-inch guns on the spar deck, and a X-inch pivot forward. She has a poop cabin which ought to be removed; with no stern guns on either deck, though the main-deck cabin is a large one. I would like to have eight 100-pounder rifles, two bow and two stern guns on each deck, fitted to fire as near as practicable from the line of the keel to the beam. It would be important to bring the *Minnesota's* guns to bear with the most depression practicable when fighting a low armor-roofed vessel close-to. What mechanical expedients will increase her efficiency in this respect? What addition to her battery should be made?

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain JOHN A. DAHLGREN,

Chief of Bureau of Ordnance, Navy Dept., Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to blockade duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, October 9, 1862.

SIR: Immediately on completing your coaling and fitting, which you will do with all dispatch, you will proceed with the U. S. S. *Mount Vernon* under your command off Wilmington, N. C., and report to the senior officer there for duty in maintaining a strict and rigid blockade

of that port, or other duty on the blockade. Enclosed herewith is a series of printed extracts containing information from the agents of Government abroad, relative to the movements and charter of vessels suspected of intentions to violate the blockade and give aid and comfort to the enemy. Make yourself familiar with these extracts and such others as you may from time to time receive from the senior officer, in order that you may understand the extreme importance of constant vigilance in watching the entrances to the port of Wilmington or other place you may be blockading. Hand to Commander Scott, of the *Maratanza*, the accompanying dispatch. Accompanying this you will also receive your squadron and blockading instructions, two copies of the U. S. Navy laws passed at the last session of Congress, one of which you will preserve in the cabin library, and the other hang up in a public place for general reference. Also general orders and circulars numbered from 1 to 24, inclusive, and a copy of Upton's Maritime Warfare and Prize and the character of your distinguishing pennant. You will at once acknowledge the receipt of these papers, etc., in detail to me.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant J. TRATHEN,
Commanding U. S. S. Mount Vernon, off Newport News, Va.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, expressing approval of his proposed visit to the sounds of North Carolina.

NAVY DEPARTMENT, *October 10, 1862.*

SIR: I have received your No. 69, dated the 8th instant. Your proposed visit to the blockading fleet off Wilmington and the sounds of North Carolina meets with the Department's approval, and you are authorized to send the *Minnesota* to Boston at such time as you may think proper.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, forwarding instructions regarding the sale of prize schooner.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 10, 1862.

SIR: Your letter of September 30, concerning a small prize schooner for which you had been offered \$1,000, and asking for instructions about selling her, was submitted to the Department, which, under date of the 8th instant, replies as follows:

The proper course would be to send the schooner to some one of the prize courts for adjudication, if it can be done with safety. We have no right to dispose of her by sale, unless as a matter of necessity arising from the fact of her being unseaworthy and likely to go to pieces unless repaired. If she is sound and is needed for the Government service, she could be appraised and taken at the appraised value for that purpose.

Your letter of the 1st is received. You have already been directed to send the *General Putnam* through the canals, if practicable. The boilers for the *Oeres* and *Whitehead* will be ready early in November.

Herewith you will receive twelve copies of the general orders and circulars issued to the North Atlantic Blockading Squadron. You will please distribute these among commanding officers carefully.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander H. K. DAVENPORT, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, regarding the blockade of Shallotte Inlet.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 10, 1862.

SIR: You will send a vessel at once to blockade off Shallotte Inlet and keep watch over as much of the neighboring coasts as possible without interfering with the blockade of the inlet.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander G. H. SCOTT,
Senior Naval Officer off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, regarding measures of precaution for the vessels in the Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 10, 1862.

SIR: The vessels in the Nansemond should not be at anchor where they can be surprised (especially at daylight in the morning) by sharpshooters and the crew driven from their guns.

The vessels should not be exposed when the stream is so narrow and the banks so high that the enemy's small-arm men can completely control their decks when their guns can not be brought to bear on the enemy. Nor should the vessels be exposed where, by felling trees in their rear or by means of other readily constructed obstructions, the vessels are liable to be entrapped and taken. Judicious conduct is at all times expected, suiting the necessity of the service and the situation. By night and day a good lookout must be kept. Communicate this order to your successor, to the *Stepping Stones*, and any other of our vessels that may anchor in the Nansemond.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander J. C. CHAPLIN, U. S. Navy,
Commanding U. S. S. Commodore Barney.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Delaware, to proceed to blockade duty in York River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 11, 1862.

SIR: You will proceed to Yorktown with the U. S. S. *Delaware* under your command and report to Commander T. H. Patterson for duty in blockading the western shores of Virginia from the south side of the Piankatank River, including Mobjack Bay, to that place.

You will permit no exportations or importations within those limits, where all traffic is prohibited. Seize all vessels violating the blockade and secure and send their papers, with all the facts in the case, to the admiral or senior officer for the information of the Department.

Very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Volunteer Lieut. AMOS P. FOSTER, U. S. Navy,
Commanding U. S. S. *Delaware*, off Newport News, Va.

Report of Commander Scott, U. S. Navy, of an attack by the enemy off Cape Fear River, and transmitting list of casualties.

U. S. GUNBOAT MARATANZA,
Off Cape Fear River, North Carolina, October 11, 1862.

SIR: It becomes my duty to inform you that at 9:30 this morning the enemy opened upon us with two Armstrong guns from a battery which they had constructed during the night on the beach.

The second shell fired struck us on the port quarter and exploded, killing Acting Master's Mate Edward K. Flowers and George Blake, quartermaster, besides seriously wounding Joseph Brink, captain of the after guard, and several others less severely. The ship was not materially damaged.

We immediately got underway and stood out, the shell passing over us at a distance of $4\frac{1}{2}$ miles, proving that it is no longer safe to lay within $2\frac{1}{2}$ miles, as we have heretofore.

I enclose surgeon's report.

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, off Newport News.

[Enclosure.]

Report of casualties on board U. S. S. Maratanza, October 11, 1862, Gustavus H. Scott, commander.

Edward K. Flowers, acting master's mate, killed.
George Blake, signal quartermaster, killed.
Joseph Brink, seaman, wounded seriously in leg.
Sullivan Bruce, quarter gunner, wounded in head.
George W. Horford, ordinary seaman, wounded in face.
Charles Donovan, marine, wounded in breast.
David Mitchell, boy, wounded in thigh.

Respectfully, etc.,

J. COEBIN,
Assistant Surgeon.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the seizure of the English schooner Revere.

U. S. S. MONTICELLO,
Off Wilmington, N. C., October 11, 1862.

SIR: The following are the circumstances connected with the seizure of the English schooner *Revere*. This morning at 8 o'clock, while running toward Frying Pan Shoals, a sail was discovered to the southward and westward on the port tack, standing to the westward. The wind was about S. W. by S. At this time I was communicating by boat with the steamer *Mystic* across the shoal. I shortly after stood for the schooner, and after a chase of one hour and a half dead to windward she proved to be the English schooner *Revere*, of Yarmouth, Nova Scotia, twenty-five days from Nassau, New Providence, claiming to be bound to Baltimore, Md. The captain joined her the day she sailed, also the two mates; they all say they know nothing of cargo, and saw none taken in. The vessel is loaded with a suspicious cargo, to wit, as per clearance, 800 sacks salt, 100 barrels pork, 39 cases damaged leather trappings, 1 lot damaged harness, 29 dozen brooms, 12 dozen buckets, 13 cases matches, 34 cases brooms, 1 barrel beef.

I find the name of this vessel on the list of vessels intending to evade the blockade. She was entirely out of the course of vessels bound to Baltimore from Nassau, New Providence. Her cargo was shipped by Henry Adderly & Co., of Nassau, New Providence, parties who are well known to be interested in running the blockade. Her manifest does not agree with the bill of lading; the latter is not signed by any one; muster roll is incorrect, not having the description of the crew. The captain's and mate's statements are very conflicting and they contradict themselves often. First Mate R. A. Smith and Second Mate J. C. Middleton were both recognized as acquaintances by Acting Master L. A. Brown, who boarded the vessel, and who knew them in Charleston, S. C., as Robert McMullen and John Carnighan [Corrigan?], jr. The captain, Henry Gage, opened one of the packages in the hold at my request; said package was marked "Harness," but the contents proved to be soldiers' haversacks. One of the mates named Middleton has a trunk; contents, shoes, thread, matches, tea, starch, stationery, shoe thread, and a piece of cotton cloth, and other articles, which he no doubt evidently intended to sell in some port after running the blockade, as it would hardly pay him to carry these articles to Baltimore. The crew state that they were lying off and on Frying Pan Shoals the night of 10th instant. The captain admits that this is the second time he has been taken; the first time he was detained in New York seven months. The captain claimed to be on October 10, at noon, in longitude 77° 19' W., latitude 33° 17' N. Instead of steering N. E., as he should have done, he, with the wind S. E., as log will show, ran to northward and westward, no doubt with the intent to evade the blockade of this port, as Bald Head light-house was in sight when we boarded her. He was beating to the westward when he had a fair wind to go to the northward and eastward. This is the full account, sir.

I have sent Acting Master Brown as prize master, and directed him to take the prize to New York. I have taken out of her five of her crew, and have left on board the captain, first mate, and two of her crew. I have sent home in her a prize crew of eight. Acting Master Charles Courtney, of the U. S. S. *Muratanza*, accompanies Mr. Brown,

At the time of the capture of the English schooner *Revere* the U. S. S. *Maratanza* was in signal distance and the U. S. S. *Mahaska* was in sight.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

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

P. S.—By oversight this letter was not sent per prize schooner *Revere*.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, recommending the restoration of Acting Lieutenant Colhoun to the active list of the U. S. Navy.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., October 12, 1862.

SIR: I neglected to mention in my former report of the expedition up the Blackwater River that we seized at Reddick's Ferry some 1,000 or 1,200 pounds of bacon, which I have had distributed to the different vessels, with orders to serve it to the men instead of pork, if they are willing to receive it.

Had I been killed in the action of the 3d instant, Colhoun would have assumed command, and there would have been a conflict of authority between him and Cushing. It would have been very hard to put a man with Colhoun's experience under such a youngster as Cushing, and this difficulty can be avoided by restoring Colhoun to the active list of the Navy. Though in general I think this action is unjust to those who have remained in the Navy, I think Colhoun has deserved it for his good conduct at Roanoke, New Berne, and Blackwater.

I should very willingly serve under him if reinstated, and hope you will recommend it as I do cordially.

I hope also that you will recommend French for promotion. I feel confident that Colhoun will resign if obliged to serve under Cushing.

I desire permission to appoint a master at arms for my vessel, and also to rate two cockswains. I wish to reward men for good behavior. I also wish to rate a man as carpenter's mate, and we should have an armorer; we should also rate two quarter gunners. In Admiral Goldsborough's instructions to me these petty officers were not allowed.

The *Hunchback* needs the same petty officers.

We need provisions and clothing; a good many mattresses should be sent here. I have sent the New Jersey men to their regiment, and wish to return the Fourth Rhode Island Volunteers. I can do without them. I have lately shipped several contrabands. Shall contrabands sign the articles or not? I think it is better not to make them sign; they can then be sent ashore, within our lines, whenever they become worthless or dissatisfied. I shall send down the *Lockwood* with the prize schooners and some goods seized by Colhoun and some by Hotchkiss.

Very respectfully, etc., your obedient servant,

O. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
Senior Naval Officer, Sounds of North Carolina.

Order of Commander Davenport, U. S. Navy, to Acting Master Porter, U. S. Navy, detaching him from command of the U. S. S. Ellis.

U. S. S. HETZEL,
Off New Berne, N. C., October 13, 1862.

SIR: You are hereby detached from the command of the U. S. S. *Ellis*. You will proceed as soon as you may be able to do so to Fortress Monroe, Va., and on your arrival there you will report to Acting Rear-Admiral S. P. Lee.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander and Senior Officer, etc.

Acting Master B. H. PORTER, U. S. Navy.

Order of Commander Davenport, U. S. Navy, to Lieutenant Cushing, U. S. Navy, for a reconnoissance of Bogue Inlet.

U. S. S. HETZEL,
Off New Berne, N. C., October 13, 1862.

SIR: You will proceed as soon as possible with the U. S. S. *Ellis* under your command to Bogue Inlet, where you will remain a sufficient length of time to ascertain, by every available means in your power, whether there is any trade carried on through that inlet with or by the rebels. You will use the utmost diligence and watchfulness in carrying out the instructions of the enclosed extract from a letter to myself from the rear-admiral, and you will, from time to time, report to me the result of your investigations.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander, etc.

Lieutenant W. B. CUSHING,
Commanding U. S. S. *Ellis*.

Order of Commander Davenport, U. S. Navy, to Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. William G. Putnam, to proceed to Hampton Roads.

U. S. S. HETZEL,
Off New Berne, N. C., October 13, 1862.

SIR: You will proceed as soon as possible via canal to Hampton Roads, Va., with the U. S. S. *Putnam* under your command, and on your arrival there you will report to Acting Rear-Admiral S. P. Lee.

I am, very respectfully, etc.,

H. K. DAVENPORT,
Commander, etc.

Acting Master Wm. J. HOTCHKISS,
Commanding U. S. S. *Putnam*.

Report of Captain Rodgers, U. S. Navy, advising the release of the seized schooner Pendleton.

U. S. GUNBOAT GALENA,
Off Newport News, October 13, 1862.

SIR: The schooner or scow *Pendleton* was taken by the gunboat *Yankee*, I believe, in Cabin Point [Chippoak?] Creek, on James River, within the rebel lines; she had on board 50 cords of wood.

A commission appointed by Commodore Wilkes to appraise her valued her at \$125, and her wood, 50 cords, at \$3 per cord, \$150; total, \$275.

Both the wood and the schooner came, I presume, under the law of prize. The owner lost his right in them by their capture.

A man has come forward who claims them as his property. The wood has been taken for Government use by the various gunboats. The vessel is not worth the cost of court in condemning her.

The alleged owner is poor; he says his whole fortune is embarked in her.

As kind, humane, and the best manner of disposing of the case I should advise letting the claimant have her, without payment for the wood.

The gift of the schooner would be a clear act of grace were it not that the condemnation necessary to her retention would cost more than the amount of sale.

The owner claims to be a Union man. If he had professed Union sentiments while in Cabin Point [Chippoak] Creek, I presume he would not have been permitted to keep his schooner.

It is fair to infer that his professions are tinged by his schooner's locality. As he is a German, I believe he actually prefers the side which has no slaves to interfere with white labor.

Very respectfully, your obedient servant,

JOHN RODGERS,
Captain.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, U. S. S. Minnesota.

Report of Commander Davenport, U. S. Navy, of the execution of orders regarding the investigation of Bogue Inlet.

U. S. S. HETZEL,
Off New Berne, N. C., October 14, 1862.

SIR: With regard to the paragraph in your communication of the 30th September ultimo, referring to the blockade of Bogue Inlet, I have the honor to state that I have ordered Lieutenant W. B. Cushing to proceed to that point with the U. S. S. *Ellis* under his command and use all available means within his power to ascertain whether any trade is carried on through that inlet with or by the rebels. I have directed him to remain there a sufficient length of time to satisfy himself upon this point and to forward to me from time to time reports of the result of his investigations.

The *Ellis* is the only vessel I have of sufficiently light draft to send to Bogue Inlet, and it will be necessary for her on reaching Beaufort to go outside, as only from 3 to 4 feet of water can be carried through Bogue Sound. For this reason I think it will be impossible for the *Ellis* to cruise to any extent inside the inlet.

I have directed Lieutenant Cushing to do the best that circumstances will permit, and to use the utmost diligence and watchfulness in carrying out the object of his visit.

I have, etc.,

H. K. DAVENPORT,
Commander and Senior Naval Officer, Sounds of North Carolina.
Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, in view of his proposed visit to the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 15, 1862.

SIR: This ship will go north in a few days, and as soon as the *State of Georgia* returns from Washington I propose to visit the sounds via Hatteras Inlet, at which point I wish you to meet me in a week from this time, or to have a suitable vessel to wait for me there.

If I find no vessel at Hatteras, I shall proceed to Wilmington first and stop at Hatteras on my return.

Lieutenant-Commander Flusser informs me that his detailed report of the affair in the Blackwater was sent through you; it has not yet reached me. If you shall not have already forwarded it to me here you will please detain it until I come. In this, and in all similar or important cases, the official report should be sent direct to me, to avoid delay, and a duplicate may be sent through you.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy,
Comdg. U. S. S. Hetzel, Sounds of North Carolina, New Berne.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving stations of vessels of North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 15, 1862.

SIR: I have the honor to submit to the Department the following bimonthly statement of the present disposition of the vessels belonging to the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
Minnesota, flagship.....	Off Newport News.....	About to go North for repairs.
New Ironsides, ironclad.....	do.....	
Galena, ironclad.....	do.....	
Miami.....	do.....	
Cohasset, tug.....	do.....	
Alert, tug.....	do.....	
Young America, tug.....	do.....	
Mount Washington, dispatch boat.....	do.....	
Philadelphia, dispatch boat.....	do.....	
Brandywine, supply hulk.....	Hampton Roads.....	
Charles Phelps, supply hulk.....	do.....	
Roman, ordnance hulk.....	do.....	
Ben Morgan, ordnance hulk.....	do.....	
Victoria, repairing.....	do.....	
Zouave, tug, repairing.....	do.....	
Genesee.....	do.....	About to proceed off Wilmington.
Mahaska.....	do.....	Just arrived off Wilmington; now repairing.
Wyandotte.....	do.....	Blockading below the fortress.
Morse, guard vessel.....	Norfolk, Va.....	
Southfield, repairing.....	do.....	
Commodore Barney.....	Nansomond River, Virginia.....	Guard vessel, and other duty.
Stepping Stones.....	do.....	Do.
Chocura, vessel of senior officer.....	York River, Virginia.....	
Valley City.....	do.....	
Crusader.....	Chesapeake Bay.....	Between the Plankatank and York rivers, engaged in blockade of coast, reporting to senior officer in York River.
Delaware.....	do.....	Do.

Vessel.	Station.	Remarks.
State of Georgia	Washington, D. C.	Repairing.
Monitor, ironclad	do	Do.
Rescue, tug	do	Do.
Daylight	Philadelphia	Do.
Maratanza, vessel of senior officer	Off Wilmington, N. C.	
San Jacinto	do	According to notification received from Department, September 29.
Penobscot	do	
Cambridge	do	
Monticello	do	
Mystic	do	
Mount Vernon	do	
Hetzel	Sounds of North Carolina ..	At New Berne, vessel of senior officer.
Commodore Perry	do	At Plymouth, senior vessel in Albemarle.
Louisiana	do	At Washington.
Hunchback	do	
Lockwood	do	
Underwriter	do	
Shawsheen	do	
Ellis	do	
Granite, sailing sloop	do	
H. Brinker	do	Reported as needing repairs.
General Putnam	do	Ordered to Norfolk for repairs.
Ceres	do	New boilers will be ready for these at Washington and Baltimore in November.
Whitehead	do	
Seymour, repairing	do	
William Badger	Beaufort, N. C.	Store vessel for flotilla off Wilmington.

I have the honor to be, sir, very respectfully, yours,
 S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding a proposed attack by the Confederates upon Plymouth, N. C.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., October 15, 1862.

SIR: We have just received what I deem reliable information of a contemplated attack on this place by land and water. There are at Halifax three gunboats and an iron barge covered with railroad iron; two of these boats are the *Cora* and *Cotton Planter*. The gunboats we can flax out easy enough, and I think I can answer for the ironclad. I only fear they may send down a large force and board us. I have not enough good men to resist a large force of boarders. I have arranged with Captain Hammell that, in case of attack, his men shall come on board of the boats, so as to enable us to resist boarders or even, perhaps, to board.

The engines intended for the boats at Wilmington have been sent up to Halifax, [N. C.], and all the workmen from the former place have gone to the latter.

The citizens of Martin County petitioned the governor to send back the two regiments that were formerly in that county, and they have been sent back from Tarboro. We have a report here from secession sources that the attack by land is to be made by two regiments of infantry and one of cavalry.

I intend to have the *Hunchback* here, and I fear must desert Chowan River for a little while.

I must have the ammunition for which I wrote. I am very short. If you can spare me any officers, send them up.

The cavalry, which has been absent from here for several days, has returned.

I understand the avowed objects of the rebels are to burn this place, destroy the boats if possible, and sweep the lower counties of conscripts, horses, and provisions.

In haste.

Very respectfully, your obedient servant,

O. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
*Senior Naval Officer, Inner Waters of North Carolina,
New Berne, N. C.*

P. S.—Please show this to General Foster.

Report of Commander Davenport, U. S. Navy, giving stations of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., October 15, 1862.

SIR: I have the honor to submit the following report of the disposition of the United States vessels in the sounds of North Carolina since the 1st instant:

The *Hetzel*, *Underwriter*, *Putnam*, *Ceres*, *Seymour*, *Ellis*, and *Brinker* have been stationed at New Berne; the *Putnam*, *Ceres*, and *Brinker* awaiting repairs.

The *Commodore Perry*, *Hunchback*, *Shawsheen*, *Whitehead*, and *Lockwood* have been stationed at Plymouth, N. C., and on picket duty in the rivers flowing into Albemarle Sound. On the morning of the 3d instant the *Perry*, *Hunchback*, and *Whitehead* engaged the enemy at Franklin, on the Blackwater, and after a severe fight of eight hours' duration were obliged to withdraw, on account of the failure of the army to cooperate with them.

The *Louisiana* has been stationed at Washington, N. C., for the protection of that place.

The *Granite* has been employed in blockading Ocracoke Inlet and in cruising in Pamlico Sound.

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

H. K. DAVENPORT,
Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Letter from Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding rumored attack upon Plymouth, N. C., by Confederates.

U. S. S. HETZEL,
Off New Berne, N. C., October 16, 1862—9 p. m.

SIR: Your communication of the 15th instant has this moment reached me.

I intended, on reading its contents, to send you the *Underwriter* at once, but General Foster told me I had better not; that he would send up two army gunboats.

I will send you the ammunition as soon as possible; the 8-inch grape I must get from the army.

I have ordered Acting Master's Mate G. W. Caswell to report to you for temporary duty forthwith. Keep a sharp lookout, and rely upon my sending you all the assistance in my power at the earliest possible moment.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander, etc.

Lieutenant-Commander C. W. FLUSSER,
Commanding U. S. S. Commodore Perry, off Plymouth, N. C.

P. S.—9:30 p. m.: I have sent down a tug to the ordnance vessels for the ammunition, which I will send up to-morrow, in charge of Acting Master's Mate Caswell, in the *Vidette*. The ordnance stores that you require, that I do not send, I have not on board any of the vessels, nor can I get them from the army. There is no ammunition here for the 100-pounder Parrott gun on the *Hunchback*.

Very respectfully, yours,

H. K. DAVENPORT,
Commander, etc.

Report of Commander Patterson, U. S. Navy, regarding the U. S. steamers Delaware and Crusader.

U. S. GUNBOAT CHOCURA,
Off Yorktown, Va., October 16, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 4th instant, with copies of your instructions to the *Wyandotte* and *Morse*.

The *Delaware* reported to me yesterday; the *Crusader* has not communicated with me, but I have understood that she is in the neighborhood of Mobjack Bay.

Very respectfully, your obedient servant,

T. H. PATTERSON,
Commander and Senior Officer in York River, Virginia.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, for the circulation of information from abroad regarding the preparation of suspicious vessels.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 16, 1862.

SIR: I enclose herewith extracts* from the agents of Government abroad, received by me yesterday, relative to the following vessels,

* Not necessary to publish.

suspected of intentions to violate the blockade, or otherwise give aid and comfort to the rebels:

Iona, Pearl, Jupiter, or Ruby, fast Clyde steamers, being strengthened to form a line between West India ports and Southern States.

Neptune, Clydesdale, fast Clyde steamers, being negotiated for the same purpose.

Julia Usher, Giraffe, being fitted for privateers.

Rubin, bark.

Florida, steamer.

Briton, Clyde steamer.

Amphitrite, Maid of the Mist, Eliza Hand, Maja, Northern Castle, five sailing vessels, for Matamoras with Southern cargoes.

Ernestine, sailing vessel, with iron plates and arms.

Lone Star, schooner, with clothing and shoes.

You will cause these to be distributed among commanding officers off Wilmington as soon as practicable, impressing on them the necessity of making themselves familiar with the description given in the official extracts of the suspicious vessels above alluded to.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Commander G. H. SCOTT, U. S. Navy,
Comdg. U. S. S. Maratanza, Senior Officer, off Wilmington, N. C.

Letter from Captain Turner, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, regarding gun testing.

U. S. FRIGATE NEW IRONSIDES,
Newport News, October 17, 1862.

SIR: It would be exceedingly satisfactory to me if you would order a commission of officers to investigate and report upon the results of my firing this morning. I have left the guns on the slides, precisely as they have come in, and my apprehensions as to the means adopted by the Bureau to correct the excessive recoil of the gun, that they would prove insufficient, are realized. It would be impossible to carry this ship through an action of more than three or four rounds without tearing everything to pieces and disabling the guns.

I am, very respectfully, your obedient servant,

T. TURNER,
Captain, Commanding.

Rear-Admiral S. PHILLIPS LEE,
Comdg. North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, to proceed to duty off Wilmington.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 18, 1862.

SIR: Proceed off Wilmington with the U. S. gunboat *Genesee* under your command with all practicable dispatch. On your arrival there report to Commander G. H. Scott, commanding U. S. gunboat *Maratanza*, and senior officer off Wilmington, for duty in maintaining a strict

and vigorous blockade off that port. Accompanying this are two circulars from the Bureau of Ordnance.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander W. H. MACOMB, U. S. Navy,
Commanding U. S. S. Genesee.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding general matters, and referring to the search for the C. S. S. Alabama (290).

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 20, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Daylight* arrived at the roads yesterday morning from Philadelphia, and that the U. S. steamers *Keystone State* and *Genesee* left this morning, the former with Admiral Du Pont on board, for Port Royal, the latter for the blockade off Wilmington. The *Minnesota* leaves to-day for Boston.

I beg to state that the object of my No. 86 concerning the disposition of some contrabands, to which letter I have had the honor to receive an answer from the Department, dated October 18, was to be instructed as to what is to be done with contrabands in excess of those provided for under the instructions of the Department, and not needed in the service to which they have come, or may come for refuge. General Dix has consented to receive those brought up by the *Mahaska* from off Wilmington, and I have instructed the commander of the *Crusader*, who received a number from off Mobjack Bay, to carry them with him to Yorktown when he went there for coal, and to pass them over to the military authorities there, if they were willing to receive them.

I beg to acknowledge the receipt of yours of October 18 [19?], concerning the rebel gunboat 290, enclosing two photographs of her, and directing that the *San Jacinto* be sent at once in search of her. I have sent orders by the *Genesee* to the *San Jacinto*, off Wilmington, to proceed thence, if she is there, at once to this place, when I shall dispatch her according to the above order.*

* * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Harrison, U. S. Navy, commanding U. S. S. Minnesota, to proceed to Boston for repairs to that vessel.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 20, 1862.

SIR: Proceed with the *Minnesota* under your command to Boston for repairs and change of battery.

* See Series I, volume 1, pages 509 and 510, for this order.

Report your arrival there to the commandant of the yard, to the Navy Department, and to the chiefs of such of the bureaus as will be concerned in your repairs.

It is of the utmost importance to the public service that the *Minnesota* should return to her station with the least delay possible.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Commander N. B. HARRISON,
Commanding U. S. S. Minnesota, off Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy commanding U. S. S. Mahaska, to proceed to duty off Yorktown, Va.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 21, 1862.

SIR: Proceed with the U. S. S. *Mahaska* under your command to Yorktown, Va., and relieve the U. S. S. *Chocura* in enforcing the blockade in that neighborhood. Her commanding officer will then turn over to you his instructions and all unexecuted orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Commander F. A. PARKER, U. S. Navy,
Commanding U. S. S. Mahaska, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. Chocura, detaching him as senior officer in York River.

U. S. FLAG-STEAMER, PHILADELPHIA,
Hampton Roads, Virginia, October 21, 1862.

SIR: On the arrival of your relief, Commander Parker, with the *Mahaska* under his command, you will transfer to him your instructions and all unexecuted orders, advising him of all that may be necessary for him to know as senior officer in York River. You will then proceed to Hampton Roads with the U. S. S. *Chocura* under your command and report to me for further orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 COMMANDING OFFICER OF THE U. S. S. CHOCURA,
York River, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Warren, U. S. Navy, commanding U. S. S. Daylight, to proceed to blockade duty off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 21, 1862.

SIR: Proceed off Wilmington, N. C., with the U. S. S. *Daylight* under your command and report to Commander Gustavus H. Scott, command-

ing U. S. S. *Maratanza* and senior officer there, for duty in enforcing a strict and vigorous blockade of that port, or such other duty on the blockade as the senior officer there may assign to you.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master J. D. WARREN, U. S. Navy,

Commanding U. S. S. Daylight, Hampton Roads, Virginia.

Report of Commander Scott, U. S. Navy, of the arrival of the U. S. S. San Jacinto off Wilmington, N. C.

U. S. GUNBOAT MARATANZA,
Beaufort, N. C., October 21, 1862.

SIR: I have the honor to report my arrival here for coal, having only 10 tons on board.

The *San Jacinto* arrived off Wilmington on the night of the 19th, and Commander Ronckendorff reported for temporary duty on the blockade. I desire to be informed where she is to be sent for coal in case of need.

Very respectfully, your obedient servant,

G. H. SCOTT,

Senior Officer.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead, regarding the duties performed by that vessel from October 1 to 15, 1862.

U. S. S. WHITEHEAD,
Off Plymouth, October 22, 1862.

SIR: In obedience to your order relative to the employ of this steamer under my command from the 1st to 15th instant, I respectfully submit the following report in detail:

On the 1st, left my anchorage off Winfield (Chowan River) and proceeded down in search of boats, stopping at intervals and sending an armed crew on shore, where I found and destroyed several; returned to my anchorage at 10 a. m. At 1 p. m. I took one officer and armed crew and proceeded up river to a creek some 6 miles above in search of a noted rebel, but did not succeed in finding him at home. I captured and destroyed four boats. At 4:30 I returned on board.

On 2d and 3d, took part in expedition up river under your command, a report of which has already been given you.

On 4th, left my anchorage off Winfield and proceeded down river; fired two shots at a boat, which brought her alongside, containing three fishermen; paroled the men, destroying their boat. Chased another boat on shore; sent on shore and destroyed her, together with an army wagon; returned to anchorage at 5:30; received two deserters from the rebel Army on board; administered to them the oath of allegiance, and enlisted them in the home guard stationed here.

On 6th, cruised up and down river and returned to anchorage. At 8 p. m. got underway and proceeded down; anchored; at 9:30 took armed crew on shore and proceeded to the house of a rebel about 3 miles

inland; surrounded it, capturing him and a rebel soldier; also a small quantity of goods destined for Colerain; sent a detachment to the house of Mr. Felton; captured him, but found no goods. I subsequently paroled him.

On the 7th, learning that a quantity of goods, horses, contraband, etc., were being sent to Umpire [Emperor] Landing for the purpose of crossing, I got underway at 6 p. m. and went down; arrived there at 9 and went on shore with armed crew; proceeded inland about 2 miles to the house of Smith, a notorious smuggler, where I met a detachment of the company stationed at Winfield, by this hoping to cut off their retreat, but regret that the information came too late, they all having got over the river with the exception of two mules and cart; these I captured and sent to camp. Smith was not to be found.

On the 9th I proceeded up river near to the mouth of the Blackwater, destroyed several boats, and returned to anchorage at 8:30 p. m. From this date to 15th nothing occurred worthy of note. Total number of boats captured and destroyed, 16.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Master, Commanding Steamer Whitehead.

Lieutenant-Commander CHARLES W. FLUSSER,

Commanding Naval Forces in Albemarle Sound.

Report of Commander Ronckendorff, U. S. Navy, referring to the capture by the U. S. S. Penobscot of the brig Robert Bruce.

U. S. S. SAN JACINTO,

Off Wilmington, N. C., October 22, 1862.

SIR: Your dispatch of the 10th instant, ordering one of the blockading vessels off Wilmington, N. C., to blockade Shallotte Inlet, reached here yesterday afternoon. I directed Commander Clitz, of the gunboat *Penobscot*, to leave this station for the inlet at 2:30 this morning, to steer seaward and approach the coast off the inlet at daybreak. At 11 a. m. he appeared off here, accompanied by the English brig *Robert Bruce*, of about 200 tons burden, which was loaded with clothing, medicines, etc. Commander Macomb, of the *Genesee*, arrived about that time. After transferring all communications directed to Commander Scott to Commander Macomb I left on my way to Hampton Roads, in obedience to your order of the 19th instant.

I did not remain to get the particulars of the seizure, but Commander Clitz pronounced her a veritable prize.

I am, respectfully, your obedient servant,

WM. RONCKENDORFF,

Commander.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Capture of the British brig Robert Bruce.

Order of Commander Clitz, U. S. Navy, to Lieutenant Bunce, U. S. Navy, prize master.

U. S. GUNBOAT PENOBSCOT,

Off Cape Fear, N. C., October 22, 1862.

SIR: Proceed with the English prize brig *Robert Bruce* under your charge to the port of New York, and there deliver her, together with

the accompanying papers (which are all that were found on board) and the persons retained as witnesses, to the judge of the U. S. district court or the U. S. prize commissioners at that place, taking his or their receipt for the same. You will not deliver her, the papers, or the witnesses to the order of any other person or parties unless directed to act otherwise by the Navy Department or flag-officer commanding the squadron.

The English prize brig *Robert Bruce* was seized by this vessel under my command on the 22d day of October, 1862, off this port, for violating the rules governing the blockade at present instituted by the United States; and of the circumstances attending the case you are sufficiently aware and will communicate them when required to do so by competent authority.

On your arrival at New York, and immediately after you have visited the judge or prize commissioners, you will call upon the United States district attorney thereat, show him these instructions, and give him any information he may solicit. Then you will next report yourself in person to the commanding officer of the navy yard thereat, show him also these instructions, and ask his directions, when needed, as to the disposition of yourself and the rest constituting the prize crew.

Finally, when duly notified by the judge, prize commissioner, or district attorney that your services are no longer wanted by the court, you will at once return to your vessel, taking with you the men under your command and the receipt above alluded to, unless otherwise ordered by superior authority.

You will receive herewith a communication for the Secretary of the Navy, giving him a detailed account of the seizure. This you will mail immediately on your arrival at New York.

Your attention is called to the annexed circular, lately issued from the Navy Department, to which has been added since it was issued the words in the last paragraph beginning with "together with a descriptive list," etc., which you will see is complied with in every particular before sailing with your prize.

Very respectfully, etc.,

J. M. B. CLITZ,
Commander.

Lieutenant F. M. BUNCE, U. S. Navy,
U. S. Gunboat Penobscot, off Cape Fear, N. C.

[Enclosures.]

List of arms sent home in prize brig Robert Bruce.

Two revolvers with belts and cartridge boxes, 6 pistols with belts and cartridge boxes, 7 rounds revolver cartridges, 4 rounds pistol cartridges, and for which the officer in charge of prize steamer *Bruce* gave a receipt.

J. M. B. CLITZ,
Commander.

List of the names of officers and crew found on board the English prize brig Robert Bruce.

William Muir, master; William Frederick Gullie, mate; Robert Harvey (R), John Friend, Thomas Curnen, James Morley (R), John Castle, Samuel Aston (R), Thomas Eyre (R), crew.

Those marked (R) were retained on board this vessel.

J. M. B. CLITZ,
Commander.

Report of Commander Clitz, U. S. Navy, commanding U. S. S. *Penobscot*.

U. S. STEAM GUNBOAT PENOBSCOT,
Off Cape Fear, N. C., October 22, 1862.

SIR: I have to inform you that at 6 o'clock a. m., while cruising off Shallotte Inlet, North Carolina, I discovered a sail close in under the land and to the westward of said inlet, under all drawing sail, on the port tack. At the time the wind was to the northward and westward. I ran for her and fired a shot ahead of her, when she hoisted English colors and bore up and stood for me, reducing sail. Boarded her and found her to be the English full-rigged brig *Robert Bruce*, Master William Muir, claiming to be of Bristol, England, from Hull, England, and bound to Halifax, Nova Scotia, fifty-three days out. The following is a list of her cargo, as per paper found on board. No shipper's name and no signature of any authorized person to give clearance.

List of cargo.

Thirty-seven bales and 14 cases woolens, 4 bales linens, 26 cases boots and shoes, 20 barrels drugs, 15 cases drugs, 400 bundles iron hoops, 225 pigs of iron, 8 hogsheads of ale, 30 casks (300 dozen) bottled portor, 5 puncheons of rum, 3 casks of table cutlery, 58 crates of earthenware, 186 crates of bottles, 3 crates and 1 hamper tinware, 60 bags of glue, 42 bags of corks.

When boarded she was near Shallotte Inlet, a place much used to run cargo into for the rebels. Master William Muir, when captured, said to boarding officer that he could go into Shallotte Inlet at half tide or low water. This vessel, the *Robert Bruce*, is recognized as the same one that ran the blockade out of Wilmington, N. C., in December, 1861, and is upon the list of suspicious vessels furnished me by Rear-Admiral Goldsborough. The log shows that he had fair winds from England to the port he claimed to be bound to, and that he had steered far to the southward and westward. His positions on the chart verify the log.

I find that his paper, claimed as clearance, is imperfect. The crew list is also imperfect, wanting a descriptive list of crew, as required by law. I found part of his cargo contraband of war, as per marks on packages.

I then took possession of her and directed the officer in charge to follow me to the anchorage off Western Bar, Cape Fear River.

I send her, in charge of Lieutenant F. M. Bunce, to the port of New York, and a prize crew of 9 men, consisting of 1 seaman, 1 ordinary seaman, 1 landsman, 3 second-class boys (contrabands), and 3 rebel soldiers, deserters from Fort Caswell, N. C.

At the time of the capture no vessel was in sight.

Acting Master's Mate George M. Fludder, of U. S. S. *Genesee*, accompanies Lieutenant Bunce.

Respectfully, etc.,

J. M. B. CLITZ,
Commander.

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

Letter from Commander Clitz, U. S. Navy, to Commandant navy yard, New York.

U. S. GUNBOAT PENOBSCOT,
Off Cape Fear, N. C., October 23, 1862.

ADMIRAL: I send by the U. S. S. *Massachusetts* the remainder of the crew of the English prize brig *Robert Bruce*. Their names are as fol-

lows: Robert Harvey, Samuel Aston, James Morley, Thomas Eyre. I have informed the district attorney of my so doing.

Respectfully, etc.,

J. M. B. CLITZ,
Commander.

Rear-Admiral HIRAM PAULDING,
Commanding New York Naval Station.

Order of Lieutenant-Commander Hopkins, U. S. Navy, to Acting Master Wells, U. S. Navy, to proceed for the transportation of provisions to Plymouth, N. C.

U. S. S. HETZEL,
Off New Berne, N. C., October 23, 1862.

SIR: As soon as you shall have taken the necessary amount of provisions, etc., on board, you will proceed with the U. S. S. *Seymour* under your command, with the schooner *Minnehaha* in tow, to Plymouth, N. C., and on your arrival there report to Lieutenant-Commander C. W. Flusser.

You will return to this place as soon as you may have delivered the provisions, etc., on proper requisitions, and taken the necessary receipts therefor.

I am, very respectfully, your obedient servant,

ALFRED HOPKINS,
Senior Officer Present.

Acting Master F. S. WELLS, U. S. Navy,
Commanding U. S. S. *Seymour*.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding machinists secured in Norfolk by Confederate agent for work on ironclads, and relative to movements of vessels.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 24, 1862.

SIR: I am informed, through Captain Case, by a person in the employment of the United States, and who has good opportunities for knowing about the matter, that recently a rebel agent came from Richmond to Norfolk and took away some fourteen or fifteen machinists and ship carpenters, with their tools, to work on their ironclads.

I have the honor to announce the arrival here this morning of the U. S. S. *San Jacinto* from off Wilmington. She will be ready for sea to-morrow evening, and will proceed at once, if she has by that time received the charts for which Commander Ronckendorff telegraphed on his arrival.

The U. S. S. *Putnam* arrived here day before yesterday, via the canals, from the sounds, for repairs. The U. S. S. *Chocura* also arrived here on that day from Yorktown to receive some slight repairs before taking me to Wilmington.

The U. S. S. *Baltimore* arrived here yesterday morning and left during the night.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the schooner Henrietta, and making suggestions concerning the defenses of Yorktown.

U. S. FLAG-STEAMER PHILADELPHIA,
Chesapeake Bay, October 24, 1862.

SIR: I have the honor to inform the Department that I am just returning from an inspection of the blockade along the western shore of Virginia to the Piankatank. The *Crusader*, *Delaware*, and *Valley City* are blockading from the Piankatank to Fortress Monroe.

I beg to enclose herewith the boarding returns of the *Crusader* for October 16-19.* I also enclose a pass, dated October 15, from General Lockwood, given to one S. K. Marshall, whom I picked up yesterday with two large sailing boats and released, with a verbal warning to take back to the eastern shore, that if any boats were found on this coast inside the blockade from the other side of the bay, they would be broken up. I propose, when the leaves fall and the streams can be safely penetrated, to seize all vessels belonging in the blockaded waters, and all boats in which trade can be carried on.

This letter also covers a report from Acting Master Thomas Andrews, of the *Crusader*, dated October 20, relative to the schooner *Henrietta*, which vessel, although her papers seemed correct, he seized on account of her being unaccountably and without reasonable excuse within the blockade. By order of the senior officer in York River, dated October 20, and herewith enclosed in copy, this vessel was released on the ground that there was "no satisfactory evidence that she intended to land stores." In my opinion she was fairly liable to seizure, and should not have been released. I have directed the present senior officer, Commander F. A. Parker, of the *Mahaska*, to detain such vessels in the future, reporting the facts to me for reference to the Department.

The battery of the *Mahaska* is so heavy that she can assist in the defense of Yorktown more effectually than the *Chocura* and *Valley City* combined. I would therefore respectfully suggest that the alterations on this vessel, proposed in my Nos. 90 and 95, may be deferred until her services are needed at sea.

Above Yorktown is a deep and much broken ravine, affording a natural and protected approach for an overpowering force to within 80 yards of our works. The position at Yorktown is not considered tenable by generals there. I inspected the situation with Generals Keyes and Naglee, accompanied by Commander Parker, of the *Mahaska*, to whom I have given verbal instructions where to place a buoy to mark the position his vessel should occupy, in order to cover to some extent these approaches. With signal posts carefully arranged (on which lights should be placed at night) to mark the position of our own works and thus prevent firing within them, he would be able to open with much effect upon an assailing force in part of the ravines. I desired Commander Parker immediately to practice his officers and men, so as to ascertain the ranges for the different hollows, there being no topographical map here of the location, and to let his division officers and captains of guns see the locality and the effect of the firing, to enable them to act intelligently and efficiently in case of assault.

We occupy this unimportant and untenable position at considerable expense. I am confirmed in my former belief that our best course would be to abandon this position, after destroying all the military works at and near Yorktown, whether erected by the rebels or ourselves, which could encourage a future occupation, even with fieldpieces,

* Not necessary to publish.

by the former, especially for the purpose of annoying the gunboats, which are sufficient to keep the blockade and the police of these waters. I would apply the same rule to all the rebel works near Norfolk, and would hold no military occupation of any place in this vicinity outside Fortress Monroe, except such as might be necessary to protect our present occupation of the Gosport navy yard. This would allow a large force of from 20,000 to 30,000, now scattered, and making, as it were, a frontier line, liable to attack in detail, to be concentrated for the effectual prosecution of a campaign; and it would leave our gunboats free to move about and preserve a strict blockade, instead of occupying positions rendered necessary only by the positions of the army.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding the construction of Confederate floating batteries at Hamilton, N. C., in preparation for an attack upon Plymouth, N. C.

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, October 25, 1862.

SIR: I respectfully transmit, enclosed, a copy of a report made in behalf of Lieutenant-Commander Flusser by Acting Master William J. Hotchkiss, in command of the *General Putnam*, which has just arrived from the sounds for repairs; also a copy of my dispatch to Commander Davenport on this subject, sent to him this day in charge of Carpenter Paul in a steamer kindly dispatched on my application by General Viele.

I suppose the rebels have during the low water of summer been building some modified Merrimacks on the rivers which empty into the sounds, with the intention of sending them down when complete and the state of water might suit.

Perhaps General Halleck may give some instructions to General Foster which would advance the public interests in that quarter.

It is important that the force in the sounds should be increased, and as soon as possible, and to a safe extent. The ferryboats *Morse* and *Commodore Barney* need extensive repairs; one is now stationed at Norfolk, and the other in the Nansmond; their draft of water suits the sounds. It is very desirable that they should be at once repaired and suitably armed for fighting plated vessels and sent there. We need good officers, good vessels, and one or more ironclads in the sounds, the latter to be adapted to the service there. The vessels now in those waters are but of little force. The draft of the *Miami* (8 feet) will enable her to operate in the sounds; but I hesitate to detach too many vessels from here without instructions from the Department, lest Washington and Baltimore should be left open to a rebel raid by sea and Norfolk remain unprotected by naval forces. The battery of the *Miami* should be changed to carry one or two 100-pounder Parrotts, or otherwise increased, before she is sent on this service, or even if she is retained here.

I have just made every effort to get the *Southfield* ready. If we could have one of the two shipyards in Norfolk, and a constructor, etc., here, it would facilitate our repairs very much.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

[Hon. GIDEON WELLES,

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

[Enclosure.]

U. S. S. COMMODORE PERRY,

Off Plymouth, October 18, 1862.

SIR: In obedience to the request of Lieutenant-Commander C. W. Flusser, who is quite sick with fever—too sick to write himself—I submit the following report: That reliable information has been received that the enemy has constructed at Hamilton, N. C., two six-gun floating batteries, with machinery attached for some kind of propelling power. They also have a barge clad with railroad iron. There is also reported to be 3,000 soldiers within 6 miles of Plymouth, with some artillery. An attack is expected by land and water. More gunboats are wanted; also more officers.

Very respectfully, your obedient servant,

W. J. HOTCHKISS,

Acting Master, Commanding.

Rear-Admiral S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Carpenter Paul, U. S. Navy, to proceed to New Berne, N. C., as the bearer of a dispatch to Commander Davenport.

U. S. FLAG-STEAMER PHILADELPHIA,

Norfolk, Va., October 25, 1862.

SIR: You go this morning by a special vessel, kindly put at my service by General Viele and Quartermaster Ludlow, and will proceed in her with all practicable dispatch to New Berne, N. C., and deliver the enclosed dispatch to Commander Davenport, touching at Hatteras Inlet on your way to New Berne to see if Commander Davenport is there. Keep the enclosed dispatch on your person and put it in the fire if you should be intercepted on the way through the canals.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Carpenter MARK W. PAUL, U. S. Navy,

Norfolk, Va.

[Enclosure.]

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,

Norfolk, Va., October 24, 1862.

SIR: Enclosed is a copy of a communication from Acting Master Hotchkiss, commanding the *General Putnam*, received this afternoon.

The sickness of the gallant Lieutenant-Commander Flusser, which I deeply regret, the importance of the intelligence he sends, and of the call he makes, induces me to send a special boat with this dispatch to you.

I desire you at once to send him such vessels and officers as will best answer the necessities of his situation, taking care to have an officer there who is capable of supplying the place of Lieutenant-Commander Flusser, who I see by the papers is detached from the *Commodore Perry*. I will send you the *Southfield* as soon as she can be got ready. This, I am told, will take three weeks yet, but I will make every effort to expedite her departure. She will come to you in good order, and with a battery of four IX-inch guns, and at least one, and perhaps two, 100-pounder Parrotts. It will take two months to get the *Morse* and *Commodore Barney* ready; so crowded are the navy yards that their repairs are not yet begun. I will immediately send the *Valley City* to Plymouth, and to report to you by letter, though I suppose your attention will be required for a while at least at Plymouth.

Whilst you must take care not to be diverted by reports from the true to the feigned point of attack, it is highly important that you be prepared to repel any threatened attack, or what is better, when practicable, to forestall it, and act on the offensive. It seems to me to be of the utmost importance to destroy these vessels at Hamilton, on the Roanoke, if the place is practicable of approach to gunboats, aided by a sufficient army force, under the superintendence or orders of General Foster.

I wish you would consult in confidence with General Foster on this whole subject, both as to our defense, or rather, if practicable, our assault at Plymouth; and also, and better, in respect to an expedition to Hamilton to destroy the gunboats, etc., building there.

I have no maps to show the soundings in, or the size, etc., of, the Roanoke, or the topography of its banks, etc., but you, I hope, are informed in the particulars, as your opportunities have been good to understand the character of the sounds and the streams emptying into them, either from personal observation or from the information of others. Your movements, especially expeditions, should be kept secret.

Much must be left to your discretion and conduct. I do not give you positive instructions, but will leave the subject-matter of this letter to your discretion. If you have a vessel waiting for me at Hatteras Inlet, you may, if you need it, withdraw it. But I wish you to have several pilots there at once, for New Berne and Plymouth, and make such arrangements as will enable the vessels which I hope to send you to get their pilots without delay. I expect to send you the *Delaware*, and perhaps to come in her; but you need not wait my arrival, as I may be detained here for a week or ten days.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,

Comdg. U. S. S. Hetzel, Senior Officer in Sounds of North Carolina.

Report of Commander Davenport, U. S. Navy, of his trip to Hatteras Inlet, in obedience to orders from Acting Rear-Admiral Lee, to meet him at that place.

U. S. S. HETZEL,

Off New Berne, N. C., October 25, 1862.

SIR I have the honor to acknowledge the receipt of your communication of the 15th instant late on the evening of the 18th instant, too late to reply to it by the mail which left for Roanoke on that day.

Not having any gunboat with suitable accommodations in which to meet you at Hatteras Inlet as requested, I immediately put myself in communication with General Foster, who kindly and promptly placed at my disposal the steamer *Pilot Boy*, which I provisioned for four days, and in which I started from this place on the morning of the 21st instant for Hatteras Inlet, where I arrived on the evening of the same day. I remained there until my provisions gave out, anxiously awaiting your appearance, but, disappointed in not seeing you, I started on my return to this place, where I arrived a few minutes since. Should this reach you before your departure from Newport News, will you please advise me whether, and when, I shall leave this place again to meet you at Hatteras Inlet. With all deference, I respectfully suggest that when you visit these sounds you come via Beaufort, whence you can come by rail over a short and good road to this place, where you will be able to make such arrangements for your visit to the sounds as may seem to you advisable.

In obedience to instructions contained in the last paragraph of your letter of the 15th instant, I have instructed Lieutenant-Commander Flusser to make his official reports to you direct and forward a duplicate through me.

I enclose a report (in duplicate) of a medical survey upon Acting Third Assistant Engineer J. L. Bowers, of the U. S. S. *Commodore Perry*, held in obedience to your order of the 6th inst.

Annexed I have the honor to hand you a copy of a letter* dated at Washington, N. C., October 21, 1862, addressed to me by Acting Lieutenant R. T. Renshaw, commanding U. S. S. *Louisiana*, to which I respectfully call your attention.

I have the honor, etc.,

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Furniss, U. S. Navy, commanding U. S. S. Valley City, to proceed to duty at Plymouth, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 25, 1862.

SIR: Proceed with the U. S. S. *Valley City*, under your command, to Plymouth, N. C., via Hatteras Inlet, and report yourself to Lieutenant-Commander Flusser for duty. Report by letter to Commander Davenport.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant H. K. FURNISS, U. S. Navy,
U. S. S. Valley City, Hampton Roads, Virginia.

* See p. 192.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, regarding the movement of the U. S. steamers Valley City and Delaware to the sounds of North Carolina.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 26, 1862.

SIR: I have sent the *Valley City* to the sounds of North Carolina and propose sending the *Delaware* there also. The *Zouave*, after delivering this communication to you, will carry orders to the commander of the *Delaware* to come to this place immediately, to prepare for the above-mentioned service. It is hoped you will be able for the present to keep up the blockade of the coast between the Piankatank and Fortress Monroe with the *Crusader*.

The storm prevents sending the tug. This will go by mail to-day.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander F. A. PARKER,

Commanding U. S. S. Mahaska, York River.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Delaware.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 26, 1862.

SIR: Proceed to this place with the *Delaware*, under your command, and report to me for further orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant A. P. FOSTER,

Commanding U. S. S. Delaware, Chesapeake Bay.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued and the capture of the British brig Robert Bruce.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 26, 1862.

SIR: I have the honor to inform the Department that its communication of the 24th, modifying its orders with reference to the *San Jacinto*, was received this morning, and that instructions were given in accordance therewith to Commander Ronckendorff, and at about 9 o'clock she proceeded to sea. We have thick weather and a storm at present, and she may be obliged to return.

The *Valley City* left yesterday afternoon for Albemarle Sound, via Hatteras Inlet, and I have this morning ordered the *Delaware*, now in the blockade between the Piankatank and York rivers, to report to me here, when she will receive similar orders with the *Valley City*.

I have this day, subject to your approval, appointed Acting Master's Mate W. P. Burke an acting ensign, detached him from the command of the tug *Cohasset*, and ordered him to report for duty in Albemarle Sound.

Commander Ronckendorff has reported to me, under date of October 22, that on that morning the *Penobscot* captured, off Shallotte Inlet, the English brig *Robert Bruce*, of about 200 tons burden, which was loaded with clothing, medicines, etc. I had given instructions that a vessel should be kept constantly at this inlet.

* * * * *

I have the honor to be, sir, very respectfully, yours,
 S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

DRUMMONDTOWN, VA., *October 27, 1862.*

Four companies of infantry sent down here on the steamer *Belvidere* have mutinied and refuse to leave the boat. Major-General Wool directs me to force them up here under any circumstances. I therefore very respectfully ask the aid of a gunboat for this purpose as soon as possible. Please reply.

Very respectfully,

H. H. LOCKWOOD,
Brigadier-General.

COMMANDING NAVAL OFFICER,
Hampton Roads.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
October 27, 1862—8 p. m.

GENERAL: I will send a gunboat for moral effect and to accompany such a detachment of troops as General Dix has the ready means of sending from here, but I can not use force without orders from the Navy Department, which General Wool may request if he thinks it necessary in addition to the abundant military means available.

S. P. LEE,
Acting Rear-Admiral.

Brigadier-General LOCKWOOD, U. S. Army,
Drummondtown, Accomac County, Va.

Report of Commander Davenport, U. S. Navy, referring to the operations of Lieutenant Cushing, U. S. Navy, commanding the U. S. S. Ellis, and transmitting his report.

U. S. S. HETZEL,
Off New Berne, N. C., October 27, 1862.

SIR: I have the honor to enclose herewith a copy of a report, dated 18th October, 1862, addressed by Lieutenant-Commander Flusser to yourself, the original of which I am advised was forwarded to you direct, in accordance with instructions contained in your communication of the 15th instant.

I sent you by last mail a copy of a report of Lieutenant W. B. Cushing, commanding U. S. S. *Ellis*, of his operations on the lower coast of this State. Although he has somewhat exceeded the letter of his instructions by leaving his station at Bogue Inlet, in consideration of the fact that by so doing he has captured and destroyed a vessel ready for sea and laden with a valuable cargo of the enemy's property, I have addressed him a note (a copy of which is herewith enclosed) approving his action. I respectfully trust that you will agree with me in sustaining him in the course he has pursued.

I have the honor to advise you that I shall be able to discharge the chartered ordnance schooner *Howard* in a day or two. I find it impossible to transfer the cargo of the *Charles S. Carstairs* at present, as the other two vessels can not take it on account of the difference in their tonnage and draft, and I deem it unsafe to place it on shore, even if suitable accommodations for storage could be found. I expect in the course of a few days to be able to discharge the provision schooner *C. H. Moller*.

I also enclose the report of Acting Master J. E. Giddings, commanding U. S. S. *Brinker*, with charges and specifications in the case of John Ryan, ordinary seaman, attached to that vessel. I think this man should be tried by a general court-martial, and as there are only three commissioned officers commanding in these sounds, one of whom, Lieutenant-Commander Flusser, is on a distant station, I have concluded to respectfully refer the case for your consideration.

I send by this mail a requisition for articles in the carpenter's department, of which we are much in need.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

[Enclosures.]

U. S. S. *ELLIS*, *Beaufort, N. C., October 22, 1862.*

SIR: I have the honor to report that having blockaded Bogue Inlet for two days, I went to sea and steamed to the southward. I had learned while at Beaufort that trade was carried on at New Topsail Inlet, and it was to that point that I was bound. I entered the inlet at full speed, found it not fortified, and saw a large schooner about a mile from the mouth. I had no pilot for these waters, but succeeded in getting to within 100 yards of her before grounding. In the meantime the crew left her, after having first kindled a small fire on the quarter-deck; this was soon extinguished and the vessel found uninjured. The prize proved to be the *Adelaide*, of Halifax, with about 600 barrels of spirits of turpentine in the hold and 36 bales of cotton and some tobacco for a deck load. The captain carried with him his papers and flag.

I at once directed my attention to securing the prize, but had to remain by her all night, as it was late when I captured her. At 4 o'clock the next morning I took her in tow, but she drew 3 feet more water than the *Ellis* and grounded incessantly. I continued at work on the schooner until 8 o'clock, when the tide got so low that I could not take her to sea. I therefore reluctantly fired her in the hold amongst the turpentine, and before I left the inlet the barrels were exploding and the flame was at her mastheads. I have several reasons for thinking that a large trade is carried on at this point.

Firstly, it is but 12 miles from Wilmington overland by a good road. Secondly, vessels can have 10 feet of water on the bar at high water. Thirdly, since the yellow fever is raging in Wilmington they would be more likely to trade at a point where there is neither fever nor blockade than where their lives and vessels are both endangered; and lastly, I found a vessel loaded and just about to go to sea.

With regard to Bogue Inlet, I have as yet no reason to think that contraband trade is carried on. I shall proceed there at once. But believing that it is the admiral's wish to break up the trade in all these inlets, I shall, until I receive further orders, look into New Inlet and New Topsail Inlet when the weather will permit.

The *Ellis* does very well at sea, and is just the boat to break up the rebel trade on this part of the coast.

I am, sir, very respectfully, your obedient servant,
 WM. B. CUSHING,
Lieutenant, U. S. Navy.

Commander H. K. DAVENPORT,
Senior Officer, Commanding, Sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., October 25, 1862.

SIR: Your report and note are received. I approve the course you have pursued in visiting New Topsail Inlet.

Continue to act in accordance with the dictates of your best judgment and discretion, and carry out to the extent of your ability the views of the Government and the admiral.

I am, very respectfully, your obedient servant,
 H. K. DAVENPORT,
Commander and Senior Officer, Sounds of North Carolina.
 Lieutenant WM. B. CUSHING, U. S. Navy,
Commanding U. S. S. Ellis.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding an unsuccessful expedition into Cape Fear River for the destruction of the steamer Kate.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Va., October 27, 1862.

SIR: Commander Scott forwards to me a report from Commander Olitz, of the *Penobscot*, dated October 19, off Cape Fear River, stating that three white men deserted from Fort Caswell and came on board his vessel that morning. They state that the battery which fired on the *Maratanza* on the 11th instant, as I had the honor of informing the Department on the 15th, consisted of two fieldpieces, Whitworth guns, landed from the *Modern Greece*, and brought from Fort Fisher, to which place they were returned on the 15th; that the rebels are constantly at work enlarging the fort and mounting guns; that they have only one large gun, which was cast in Richmond, and that is untried; that the steamer *Kate* commenced discharging cargo on the 18th, and that no vessels have run the blockade since the *Kate* arrived.

I have the honor to enclose herewith a copy of a report* by Lieutenant Bunce, of the *Penobscot*, dated October 16, relative to a gallant

* See p. 155.

attempt on the night of October 8 to enter Cape Fear River with three boats from the *Penobscot*, *Cambridge*, and *Mystic*, for the purpose of burning the rebel steamer *Kate*; and of a second attempt, with boats from the *Penobscot* and *Cambridge*, with the same object in view, on the night of the 10th. These expeditions were undertaken at the suggestion, and placed under the command of, Lieutenant Bunce, but were both unsuccessful on account of the heavy surf on the bar and beach.

Though the chart shows 8 feet at low water on New Inlet Bar, it is the opinion of Lieutenant Bunce and the officers engaged on these boat expeditions that, except under very favorable circumstances, the New Inlet entrance is impracticable for boats.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Scott, U. S. Navy, transmitting correspondence regarding expedition for the destruction of the steamer Kate.

U. S. GUNBOAT MARATANZA,

Off Cape Fear River, North Carolina, October 20, 1862.

SIR: I herewith transmit for your information the correspondence in regard to an expedition to burn the rebel steamer *Kate*, which, I regret to say, was unsuccessful.

Very respectfully, your obedient servant,

G. H. SCOTT,

Senior Officer.

Acting Rear-Admiral S. P. LEE,

Comdg. N. Atlantic Blockading Squadron, Old Point Comfort, Va.

[Enclosures.]

U. S. GUNBOAT MARATANZA,

Off Cape Fear River, North Carolina, October 6, 1862.

SIR: Lieutenant Bunce proposed some days since to go in at night and burn the rebel steamer *Kate*. I have consulted with Commander Clitz and Lieutenant-Commander Braine in regard to the matter, and they think, as I do, that the distance from this entrance is too great to make the attempt with any certainty of success. Another difficulty is this, that she is said to have a number of sick, with yellow fever and smallpox, on board. How true this is I do not know, and care less, but I should like to see the miserable craft destroyed, and if you think the plan feasible, and have any volunteers on your ship and the *Mystic*, with some cool and discreet officer to command, it seems to me her destruction might be accomplished, which would be a glorious affair for those engaged and redound to the credit of the Navy generally. Should there be any sick on board they might be put in her boats and set adrift before firing her.

If you coincide, let the attempt be made as early as circumstances will permit.

Very respectfully,

G. H. SCOTT,

Senior Officer.

Commander WM. A. PARKER,

Comdg. U. S. S. Cambridge, off New Inlet, North Carolina.

U. S. S. CAMBRIDGE,
Off Wilmington, October 6, 1862.

SIR: In answer to your letter of this day's date I have to say that I cordially approve of the enterprise, and that I think it very feasible and easily executed. I have an abundance of officers and men who have volunteered; in fact, everybody wants to go, including myself. It is perfectly safe.

We are all ready for the expedition whenever you may order it.

Respectfully,

WM. A. PARKER,
Commander.

Commander G. H. SCOTT,
Commanding U. S. S. Maratanza.

U. S. GUNBOAT MARATANZA,
Off Cape Fear River, North Carolina, October 6, 1862.

SIR: I am pleased to learn by your letter of this date that you approve of the enterprise and think it feasible and easily executed.

Commander Clitz will communicate with you on his way to Beaufort and leave Lieutenant Bunce, who proposed the plan and desires to take charge of the expedition. I hope you will advise freely with him regarding all the precautions necessary to insure success and afford him all the facilities that may be required.

Two boats, I think, well armed with good men, will be sufficient, as with more there might be some difficulty in approaching; but if you deem it advisable, send more.

The time of making the attack and all the preparations, therefore, is left to your discretion.

With my earnest prayers and best wishes for success to all who have so nobly volunteered for the enterprise,

Very respectfully,

G. H. SCOTT,
Senior Officer.

Commander WM. A. PARKER,
Comdg. U. S. S. Cambridge, off New Inlet, North Carolina.

U. S. S. CAMBRIDGE,
Off Wilmington, N. C., October 17, 1862.

SIR: On the night of October 8 three boats, one each from the *Cambridge*, *Penobscot*, and *Mystic*, commanded by Lieutenant Bunce, of the *Penobscot*, Acting Master Strong, *Cambridge*, and Acting Master Coffin, of the *Mystic*, with twenty-nine men, left for the purpose of burning the rebel steamer *Kate*. The breakers proved too heavy for a landing.

On the 10th October the expedition left again without the *Mystic's* boat or officers under Lieutenant Bunce and Acting Master Strong and twenty-one men. It was, however, unsuccessful, on account of the breakers, and the undertaking proved fruitless.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Commander G. H. SCOTT,
Senior Officer, Commanding U. S. S. Maratanza.

U. S. GUNBOAT PENOBSCOT,
Off Wilmington, October 16, 1862.

SIR: In obedience to your order I left this vessel and repaired on board the *Cambridge* on the evening of the 7th instant, with a boat's crew from this vessel and a contraband pilot from the *Monticello*, and reported to Commander Parker. On the evening of the 8th, with two boats from the *Cambridge*, Acting Master Strong and Ensign Huntington, and one from the *Mystic*, Acting Master Coffin, I made an attempt to enter New Inlet, which proved fruitless owing to the heavy surf on the bar. I then attempted to land on the narrow beach of Smith's Island, and thus, by hauling the boats over, to enter Cape Fear River. This the heavy surf also prevented. Strong northeast winds, with a heavy swell, prevented any further attempts till the evening of the 12th, when, the wind having been sometime to the southward and the tide suiting, I thought the entrance would be practicable. With two boats from the *Cambridge* and the same officers I again made a fruitless effort to enter the river by either New Inlet, a small inlet to the southward of Zeek's Island or by the beach. The surf ran so high that after nearly losing the boats in the breakers the attempt was abandoned. The opinion of all the above-mentioned officers was asked and it coincided with my own, that unless in very favorable cases, such as a prevalence of southwest winds or calms, the New Inlet entrance is impracticable for boats.

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

F. M. BUNCE,
Lieutenant.

Commander G. H. SCOTT,
Senior Officer off Wilmington.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, expressing commendation regarding the expedition for the destruction of the steamer Kate.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 27, 1862.

SIR: I have received your No. 19, with its enclosures; also the following from you, not numbered: The correspondence with reference to the gallant attempts to burn the steamer *Kate* on the 8th and 10th instant, enclosed in yours of the 20th; the letters of Lieutenant-Commander Braine and Commander Clitz, regarding, respectively, John Corrigan [Carnighan?], of the *Revere*, and Swain, of the *Penobscot*, enclosed in yours of the 20th; yours of the 21st, reporting your arrival at Beaufort, and those of the same date respecting Paymasters Barton and Perley, and enclosing duplicate certificates of death in cases of Acting Master's Mate Flowers and Quartermaster Blake, of the *Maratanza*.

I have taken great pleasure in informing the Department of the gallant efforts of Lieutenant Bunce and the officers associated with him to destroy the *Kate*. These expeditions, even though unsuccessful, are especially valuable as indicating an active and enterprising spirit on the part of the blockaders, and, together with the recent captures off Wilmington, can not fail to impress upon the Department the conviction that the blockade of that port may be relied upon as one of the most efficient on the coast.

Your course in this attempt to destroy the *Kate* and in reference to John Corrigan [Carnighan?] is very satisfactory, and your proposition

concerning the latter has been favorably referred to the Department. Please say to Commander Olitz that his action in regard to Swain has caused me embarrassment. By his overlooking the regulations of the Department in his possession concerning the appointment of volunteer officers he has placed this man in a position from which I can not relieve him without exceeding my authority, and which obliges me to apply to the Department for especial instructions. By the *Genesee* I sent in charge of Acting Assistant Paymaster Hyde \$16,000, to be distributed on approved requisitions in the following proportions: *Penobscot*, \$3,000; *Monticello*, \$3,000; *Mystic*, \$5,000; *Cambridge*, \$5,000. As Acting Assistant Paymaster Barton was here yesterday with a Treasury draft for \$5,000 to collect for the *Cambridge*, and as the above proposed distribution (made to provide for the absence of Paymaster Pettit) may be otherwise unequal, you are authorized to make such a distribution of the funds in the different vessels off Wilmington as will best meet the necessities of the service.

I am, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander G. H. SCOTT, U. S. Navy,
Commanding Maratanza, etc., off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, to proceed to duty in the blockade of James River.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 28, 1862.

SIR: Leave the *Stepping Stones* in charge of the Nansemond [River], instruct her commander fully, and then proceed with the *Commodore Barney* under your command to Newport News and report to me or the senior officer there for duty in the blockade of James River.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. C. CHAPLIN,
Comdg. U. S. S. Commodore Barney, Nansemond River, Virginia.

Report of Commander Davenport, U. S. Navy, regarding the grounding of the U. S. S. Ellis in Bogue Sound, North Carolina.

U. S. S. HETZEL,
Pamlico Sound, North Carolina, October 28, 1862.

SIR: * * * I have called Lieutenant-Commander Flussor's attention to the paragraph in your letter of the 15th instant, directing that on all future occasions of importance reports should be sent to you direct and duplicates forwarded through me.

* * * * *

I regret to inform you that on the eve of my departure from New Berne an officer from the steamer *Ellis* arrived and reported that vessel hard aground in Bogue Sound, near Swansboro. I have sent the

U. S. S. *Ceres* to her assistance. I shall forward the details of the circumstance as soon as I receive the report of Lieutenant Commanding Cushing.

I have the honor, etc.,

H. K. DAVENPORT,
Commander, etc.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information of proposed attack by the enemy on Plymouth, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 28, 1862.

SIR: I respectfully draw the attention of the Department to the enclosed copy of a letter from Lieutenant-Commander Flusser, dated October 18, relating to a projected attack by the enemy by land and water on our forces at Plymouth, N. C.

I am preparing the *Miami* to go to Plymouth as soon as I hear that the Department will sanction the step, which I hope to hear to-morrow. It is obvious that the force in the sounds must be increased. The vessels there are not fit for heavy work. The *Miami* (8 feet draft) has three IX-inch guns in battery and one on a pivot aft and several howitzers. I propose to give her one more IX-inch in battery and two 100-pounder Parrotts on the bow, to fire from line of keel to beam. She can carry this battery in the sounds. I have just written to the Bureau for these guns, and will supply the *Miami* from the *Southfield* if the latter can get others in ten days. The *Southfield* has now four IX-inch guns in battery and one 100-pounder Parrott at each end. She will soon be in good order. It is very necessary that the *Commodore Barney* and the *Morse* be at once put in good order and fitted for the sounds. I fear they need new boilers. They require repairs and to be strengthened, and can carry a good battery.

To maintain our supremacy in the sounds we need several ironclads of light draft, each to carry effective rifle guns.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I beg leave also to enclose a letter from Commander Davenport, senior officer in the sounds, bearing on the same subject, and dated October 18.

[Enclosures.]

U. S. S. HETZEL,
Off New Berne, N. C., October 18, 1862.

SIR: * * * I have heard from Lieutenant-Commander Flusser within a day or two that the rebels in force contemplate an early attack on Plymouth, N. C.; that they have three gunboats (one of them covered with railroad iron) preparing at Halifax, on which the workmen formerly employed on the ironclad boats at Wilmington are now at work.

A considerable land force—report says two regiments of infantry and one of cavalry—are intended to cooperate with the boats in a simultaneous attack.

The *Commodore Perry*, *Hunchback*, and *Whitehead* having expended a large portion of their ammunition in the action at Franklin on the 3d instant, Lieutenant-Commander Flusser has sent me an urgent requisition for more ordnance stores in anticipation of the rumored attack on Plymouth. The requisition I send you is for such ammunition required by Lieutenant-Commander Flusser as I have not on hand.

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

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

P. S.—On the receipt of the communication from Lieutenant-Commander Flusser in relation to the contemplated attack upon Plymouth, I called immediately on General Foster, who had also received a dispatch from the officer commanding the post there, and informed him that I intended to send up the *Underwriter* forthwith as the vessel best suited for the service on account of her battery. At the request of General Foster, who desired her presence here, I abandoned my intention upon his stating that he would send up two armed transports immediately.

It is needless to inform you that the gunboats form the basis of all operations in this department, and I respectfully suggest that, should any of them be withdrawn, they be replaced by others of equal capacity. I think that the naval force here should be increased. In this opinion General Foster fully agrees with me.

I have the honor to be, etc.,

H. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., October 18, 1862.

SIR: I have just heard to-day that the rebels have at Hamilton, a point on the Roanoke River about 50 miles above this, two floating batteries, partly ironclad, mounting six guns each. Higher up the river, at Halifax, they have two or three gunboats and one large iron barge said to be covered with railroad iron.

The truth of these reports I can not vouch for.

I have offered a faithful and intelligent negro \$100 to visit Halifax and Hamilton and bring me all the information he can obtain. I expect him to leave to-morrow.

If the boats are such as are represented they may whip us here, and if my boat and the *Hunchback* are destroyed they gain possession of the sounds, and our army will be captured or forced to evacuate North Carolina.

The other boats in the sounds could not stand before boats able to defeat the *Hunchback* and *Perry*.

If the Government has a light-draft ironclad boat to spare it should certainly be sent here at once.

I have the honor to be, sir, very respectfully, your obedient servant,
O. W. FLUSSER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

P. S.—I think the boats above mentioned are nearly, if not quite, ready for service. We hear the rebel plan is to attack Plymouth by land and water. The troops which were withdrawn from this vicinity some days since have returned, and are increased to three regiments. One of these regiments, we learn to-night, is encamped about 3 miles from the town. The force on shore is about one hundred and fifty men, and they have no defensive works, so they depend on us to protect them.
[C. W. F.]

Report of Lieutenant Cushing, U. S. Navy, regarding the floating of the U. S. S. Ellis.

BEAUFORT, N. C., October 28, 1862.

SIR: I got the *Ellis* off yesterday. She got aground at high water. I was very near the town and I thought it best to send Mr. Smith for a steamer to tow her off. I got my anchors out for kedges and bucked her, but what brought her off at length was jumping her with the gun. I afterwards went up to Swansboro. A rebel company left as I came up. I questioned both whites and negroes as to the trade in the inlet, but could not learn that there is any. The colonel of the Ninth New Jersey, learning that I was aground, very kindly sent me a lighter and some men, but they came too late.

I am, sir, very respectfully, your obedient servant,
WM. B. CUSHING,
Lieutenant, Commanding.

Commander H. K. DAVENPORT,
Senior Officer, Commanding in Sounds of North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, requesting aid in the execution of repairs to the U. S. S. Southfield.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Va., October 28, 1862.

GENERAL: Our troops on the sounds have at some important points no works and are protected there by the vessels.

In view of the threatened attack in that quarter, the light draft and heavy battery of the *Southfield*, which vessel has for some time been undergoing very slow repairs at Norfolk, make her services absolutely necessary in the sounds at this time. I have urgently to request that you will cause all the force at Norfolk which can be effectually employed

to be assigned to her, with a view to her immediate completion. I will thank you for an answer to this.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Commander Davenport, U. S. Navy, regarding affairs at Plymouth, N. C.

Confidential.]

U. S. S. HETZEL,
Pamlico Sound, North Carolina, October 28, 1862.

SIR: I have the honor to acknowledge the receipt this day, from the hands of Carpenter Mark W. Paul, of your four communications, each dated on the 24th instant, one of which, marked confidential, enclosing a copy of a letter from Acting Master Hotchkiss to yourself, has received my particular attention.

After having had several confidential interviews recently with General Foster upon the subject of affairs at Plymouth, I yesterday decided to visit that place myself and endeavor to ascertain more fully, if possible, from personal communication with Lieutenant-Commander Flusser and my own observations the intentions and resources of the enemy at Plymouth and on the Roanoke River. With this view I left my anchorage off New Berne in this steamer early this morning. I am happy to inform you that General Foster is fully sensible of the importance of destroying the ironclad boats now in course of preparation by the rebels on the Roanoke River, and he assured me that in three weeks (the earliest time at which they could be got in readiness) he would send a strong force (10,000 men) across the land to cooperate with our gunboats in an attack upon the enemy. In the meantime I shall do all in my power to strengthen our position at Plymouth and add to the safety of our vessels there in case they have to encounter the ironclad boats of the rebels. Your suggestions in connection with this subject shall have my most attentive and respectful consideration.

On my return from Plymouth I will visit Hatteras Inlet and carry out to the extent of my ability your instructions with regard to having several pilots there for the vessels, which I trust you will soon be able to send me.

Your letter of the 9th instant, a copy of which I have the honor to own receipt, I find, on reference to my copies of letters, was answered on the 15th instant. The order of the Department to Mr. Griffiths, carpenter, was duly delivered and the plans of fire rafts, etc., received, copies of which have been made and distributed as directed. The circulars dated October 20, 1862, from the Ordnance Bureau, the blank ordnance returns, and target blanks are all received, and your instructions in relation thereto have been duly noted.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Comdg. N. Atlantic Blockading Squadron, Newport News, Va.

P. S.—Since writing the above I have met the steamer *Whitehead*, with rudder gone, in tow of the steamer *Seymour*, bound to New Berne for repairs.

I understand from Acting Master Wells, commanding the *Seymour*, that the *Valley City* was passed by him in Albemarle Sound about 12 miles to the westward of Orotan light.

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

H. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, regarding passage of the blockade under permits from the Army authorities.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 28, 1862.

SIR: Your letter of 26th instant, with the accompanying papers, has been received. You will please permit Mr. Ripley, with his family and other persons alluded to in the papers, to pass to Mathews County. The passes from General Viele are herewith returned. I deem it best not to interfere with people passing in this military department by permission of the commanding general, as so doing might interfere with the public-interests; but in all such cases I wish the boats or vessels overhauled to ascertain that there is nothing taken for traffic, or anything else than the articles specified in the permit, on board.

My instructions to Captain Foster were intended to apply to persons coming from places without this military district for the purpose of traffic or communicating with the enemy. A separate report of all cases, with number of men, women, and children passing by permission of the generals, with a remark as to the character of the articles taken with them, should be sent in with the usual weekly report.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander F. A. PARKER,

Commanding U. S. S. Mahaska, York River, Virginia.

Burning of the ship Alleghanian, October 28-29, 1862.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of reports of officers.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 31, 1862.

SIR: I enclose copies of reports from Commander Parker and Acting Master Foster [Andrews], of the 29th instant, received to-day, respecting the burning of the ship *Alleghanian*, on the night of the 28th-29th, off the Rappahannock.

* See also Vol. 5, Series 1, pp. 137-141.

I submit for the consideration of the Department the proposition of Commander Parker in respect to destroying the houses in the vicinity of Windmill Point.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MAHASKA,

Off Yorktown, Va., October 29, 1862.

SIR: Yesterday I made a reconnoissance of this river as far as West Point, 28 miles from here, at the mouth of the Pamunkey. At West Point there is a small work which, in my judgment, should be destroyed, and I would have landed a force to destroy it yesterday but that I did not reach West Point until 10 a. m., and had promised Major-General Keyes to be off Oedarbush Creek (20 miles below it) at meridian, to cover a party of soldiers engaged there in freighting lighters with wood. I lay at anchor off the creek all last night, and this morning early was about getting underway for West Point when a leak suddenly started in the inboard tube box of the starboard boiler of so serious a character as to compel me to have the fires of that boiler hauled immediately. I then sent a boat after the white-oak timber, which, according to information received by Commander Patterson, was to be found at the head of Cedarbush Creek, and ascertained satisfactorily that the information was false, there being not a stick of timber there. This afternoon I came down with one boiler and took my present anchorage. The engineer is now hard at work, and I hope by morning to have the use of both boilers. At sunset Acting Master Andrews, of the *Crusader*, came in with his vessel and handed me the report which I enclose. I directed him to return at once to the *Alleghanian*, and have just now (11 p. m.) dispatched Acting Master Dyer with seventeen men in the steamer *Thomas A. Morgan* to tow the ship into this harbor. I would have gone out to her in the *Mahaska*, but that Major-General Keyes informed me he was anticipating an attack of the enemy, and requested me not to leave my anchorage here until he could get definite information of their strength and position. I propose, with your approval, to proceed off Windmill Point, when I can leave here, and, after giving ample time for the removal of the women and children, to destroy all the houses in that vicinity.

I have the honor to be, your obedient servant,

FOXHALL A. PARKER,

Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Subenclosures.]

U. S. S. CRUSADER, *October 29, 1862.*

SIR: At 7:30 a. m. yesterday I anchored in 6½ fathoms of water, Cherrystone light-house bearing S. E. by E. ½ E., and Horn Harbor W.

At 3:30 a. m. discovered a bright light bearing N. by E. I immediately got underway and steamed toward it. It proved to be the ship *Alleghanian* (1,120 tons), Bristow [Barstow], master, of New York, from

Baltimore, bound to London with a cargo of guano, on fire; the mizzenmast was gone (the ship having been set fire well aft) and ship burning fiercely.

I sent three boats to her (in one of which I went myself). On her spar deck I found 6 casks of water. I immediately ordered the casks rolled as near as we could get them and then stove the heads in. This seemed to subdue the fire somewhat. We then procured every available bucket from both vessels, also my donkey engine, and soon gained on the fire.

I examined her mainmast and found it would stand, although the rigging was burned off both sides. I then came up with the *Crusader*, got our fire hose on board, and set the engines at work, and succeeded in putting out the fire.

After I had got the fire well under and had saved the crew's baggage and sundry articles, the mortar schooner *T. A. Ward*, No. 8, William L. Babcock, acting master, commanding, came near in and anchored.

The ship is burned abaft the mizzenmast to a mere shell, between the mizzen and main masts, nearly down to her between decks. There is no damage forward of the mainmast.

Her cargo can all be saved if the weather continues mild.

According to the crew's account (a copy of which I send with this) the *Alleghanian* left Baltimore October 20, and came to anchor at 3 p. m. yesterday.

At 10 p. m. a party of rebels came off from shore in five boats armed, boarded her, and took the captain, mate, and pilot as prisoners, set the crew adrift in two boats, and set fire to the ship.

One boat has returned, containing second mate, carpenter, steward, cabin boy, and four men. The other boat has not been heard from.

The *Alleghanian* is now lying at anchor, Windmill Point bearing N. W. $\frac{1}{2}$ W., and N. E. part of Gwynn's Island W. $\frac{1}{2}$ S.

Most respectfully, your obedient servant,

T. ANDREWS,

Acting Master, Commanding.

Commander FOXHALL A. PARKER,

U. S. S. Mahaska, Senior Officer of Blockade,

York River and Vicinity.

P. S.—I omitted to mention that I left Acting Ensign G. W. Nelson, with Albert Buhner, acting master's mate, and fourteen seamen in charge of the *Alleghanian*. The mortar schooner will also remain there until I return.

T. A.

Ship Alleghanian; from Baltimore, bound to London; J. G. [J.] Barstow, commander.

Remarks on board; Tuesday, October 28, 1862.—At 3 p. m. clewed up all sail and came to anchor with 30 fathoms of cable abreast of the Rappahannock River, distance about 10 to 12 miles. At 8 p. m. set the anchor watch, leaving two men in a watch. At 10 p. m. a heavy rush of armed men sprang over the rail, seizing the two men that were on watch by the throat and fastened both hands behind their backs. Immediately afterwards some of them sprang into the fore-castle and down the same, and also went into the cabin and made the captain, mate, and pilot go in their boat, and put part of the crew in one of the ship's boats and the other part of the crew, including carpenters, steward, cabin boy, and second mate, to go in the other boat belonging to the ship, and not giving anyone a chance to save some of their clothes,

and also took the barometer and chronometer, and also took tea and coffee and sugar, etc. After we were about one hour pulling from the ship, in the direction they told me, I thought it best not to pull any more until I would see if they had put the ship on fire. In the course of five minutes it flew out at once; then I told the men not to pull any more until it would get daylight. I waited until I could get a chance to go on board. I went on board and tried, myself and the carpenter, to get some of our clothes. We were not over one hour on board, until the U. S. S. *Crusader* sent her boats to aid us.

We, the undersigned, certify that this is a true and correct account of the capture of the captain, mate, and pilot, and burning of the ship *Alleghanian*, on the night of October 28, 1862.

[Signed:] Thomas Cain, second mate; G. Kinders, carpenter; Nicholas (his x mark) Rourios, steward; Geo. Barstow, jr., cabin boy; William Peterson, seaman; Wm. Robinson, seaman; John (his x mark) Morris, seaman; John Troy, seaman; John Anderson, seaman.

Additional report of Acting Rear-Admiral Lee, U. S. Navy, transmitting other reports.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 3, 1862.

SIR: The ship *Alleghanian* was above the blockading limits of this squadron, which begin at the south side of the Piankatank, when she was destroyed. I enclose a report of the affair from Acting Master Andrews, commanding U. S. S. *Crusader*, and a list of some of the effects of the ship, now on board the *Crusader*, the only vessel now blockading between the Piankatank and Fortress Monroe, the *Valley City* and *Delaware* having been withdrawn for the sound; the *Putnam* (under repairs) will be added in a few days to the blockade in the Chesapeake.

I am making arrangements for the repair, as far as practicable, of the *Morse* at Norfolk, and of the *Commodore Barney* at Fortress Monroe.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The *Alleghanian* afterwards sunk about 5 miles from York River, as is shown in the enclosed report of the officer commanding the *Crusader*.

The mate and boat's crew of the *Alleghanian*, of the correctness of whose statement Commander Parker has no doubt, sent here by him on the 1st instant, were sent by me to the revenue cutter at Old Point.

S. P. LEE,

Acting Rear-Admiral.

Report of Commander Parker, U. S. Navy.

U. S. S. MAHASKA,
Off Yorktown, Va., October 31, 1862.

SIR: I regret to inform you that Acting Master Dyer returned last evening in the steamer *Thomas A. Morgan* and reported to me that in consequence of the fire bursting out anew he was compelled to abandon

the ship *Alleghanian* after anchoring her 5 miles outside of the mouth of this river. I immediately got underway and stood out toward her, discovering as I neared her that she was one sheet of flame, and when I was within about 2 miles of her she suddenly went down. I am confident that every possible effort was made by the commander of the *Crusader* and Acting Master Dyer to save the vessel, and the *Morgan* held on to her until her starboard wheelhouse caught fire. I enclose the report of Acting Master Andrews. I shall send the mate and crew with their boats and baggage to you to-morrow, in charge of Master's Mate Black, as, although I have no doubt of the correctness of their statement, I presume some legal investigation will be necessary before they can be permitted to go at large.

I have the honor to be, your obedient servant,
 FOXHALL A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Captain Turner, U. S. Navy, transmitting report of Commander Parker, U. S. Navy, commanding U. S. S. *Mahaska*.

U. S. STEAM FRIGATE *NEW IRONSIDES*,
Off Newport News, November 12, 1862.

SIR: I have the honor herewith to enclose a report from Commander F. A. Parker of the arrest of a rebel now in my custody, with certain papers relating to him. I await the instructions of the Department as to the disposal of him.

Very respectfully, your obedient servant,
 T. TURNER,
Captain and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. *MAHASKA*,
Off Yorktown, Va., November 10, 1862.

SIR: Yesterday morning I learned, from what I considered a reliable source, that a man by the name of Peter W. Smith, who had been concerned in the burning of the ship *Alleghanian*, was passing the day at his house on Guinea Neck, a narrow strip of land between Sedgy Creek and Mobjack Bay. I immediately sent orders to the commander of the *Crusader* to cruise in Mobjack to cut off his escape in that direction, and dispatched an armed boat to the creek, while General Naglee sent, at my request, a force of 25 dragoons to take possession of the different roads leading to the neck and to penetrate to his house. The boat's crew and cavalry reached his house simultaneously, but found to their chagrin that he had left it just an hour before their arrival.

Being apprised of the fact, I made up my mind that Smith would either return to his dwelling that night, thinking there would be no further search for him there, or that he would make the best of his way to Richmond, in which event he would be likely to pass the latter part of the night at the house of a brother of his some 12 miles below West Point, whence he could readily procure a skiff to convey him to the White House, distant from Richmond only a few hours by rail. I therefore, on Monday at 2 a. m., after dispatching a boat to his house,

proceeded in this vessel to a point within a quarter of a mile of his brother's residence, where just as day dawned I landed an armed force and succeeded in catching both his brother and himself. The former (he being a private of the Fifth Regiment of Virginia Cavalry and in no wise implicated in the burning of the *Alleghanian*) I delivered over to the commanding general of the post. The latter freely confesses that he was engaged in the burning of the *Alleghanian*—was the pilot of the rebels on that occasion. The party was headed by Lieutenant Wood, formerly of the old Navy, and consisted of 18 persons in all. They started from Thoroughfare, in Mathews County, and, after pulling 10 or 12 miles, boarded the *Alleghanian* between the hours of 10 p. m. and midnight. After taking from her her instruments and a quantity of tea and coffee they set fire to her and abandoned her, taking along with them the captain, pilot, and first mate, and setting the second mate and the crew adrift in the *Alleghanian's* boats. About a fortnight prior to the burning of the *Alleghanian* Lieutenant Doggett, of the Signal Corps, called upon him by order of Major Norris, of the same corps, and read an order to him from the Secretary of War to act as a pilot for a force then organizing in Mathews County. The expedition against the *Alleghanian* was the only one he had been engaged in or heard of.

I send Smith to you in charge of a guard, and enclose herewith papers found in his possession when arrested.

I have the honor to be, your obedient servant,

FOXHALL A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Totten, U. S. Navy, regarding the disposition of Peter Smith.

U. S. S. NEW IRONSIDES,
Off Newport News, Va., November 19, 1862.

SIR: You will be pleased to receive the prisoner, Peter W. Smith, who will be delivered to you along with this letter, and to send him to Fort Lafayette by the first opportunity in a vessel going direct to New York, by order of the Department.

Very respectfully, your obedient servant,

T. TURNER,
Captain and Senior Officer Present.

Commander B. J. TOTTEN, U. S. Navy,
Commanding U. S. Storeship Brandywine.

P. S.—I herewith send a copy of instructions from the Navy Department, which had better accompany the prisoner to Fort Lafayette.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Totten, U. S. Navy, regarding the disposition of Peter Smith.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 11, 1862.

SIR: The Department directs that the deposition of Peter Smith, or P. W. Smith, be taken about the burning of the *Alleghanian*, for the benefit of the owners of the destroyed vessel.

After you have taken Smith's deposition notify Lieutenant-Colonel Ludlow that he will be transferred to him for exchange as a prisoner of war when desired, for doing which this will be your order.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander B. J. TOTTEN, U. S. Navy,

Comdg. U. S. S[toreship] Brandywine, Hampton Roads, Virginia.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting the deposition of Peter Smith.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 12, 1862.

SIR: In obedience to the Department's order of the 10th instant, I have the honor to enclose herewith the deposition of Peter Smith, or [P.] W. Smith, the prisoner now on board the *Brandywine*, regarding the burning of the ship *Alleghavian*, taken before Commander B. J. Totten.

I have ventured to direct that Smith be retained on board the *Brandywine* until the Department has informed me if the enclosed deposition is in form and such as the owners of the destroyed vessel require.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

In accordance with the order annexed the within-named prisoner, Peter W. Smith, being duly sworn, deposed as follows:

Lieutenant Wood, of the Confederate Navy, commanded the expedition. Lieutenant Lee, of the Confederate Navy, also accompanied the expedition.

I was oystering in York River, and Lieutenant Doggott, of the Confederate Navy, called me on shore; he ordered me to report to Lieutenant Wood in Mathews County. I went with him to Mathews Court-House. We arrived there between 12 and 1 o'clock at night; we stayed until the next morning after breakfast, and then went toward New Point Comfort, some 2 or 3 miles into the woods, and met the party commanded by Lieutenant Wood. He introduced me to Lieutenant Lee, Wood at the time not being present, but returned shortly after. Lieutenant Wood asked me if I knew the bay; I told him I did; he then said he was very sorry to deprive me of being with my family, but he wanted me to accompany him. He then asked me what places I could take a vessel into. I told him almost into any river between there and Baltimore. He said that was what he had heard in regard to my knowing the bay.

He had seventeen men with him, besides himself and Lieutenant Lee.

We all went out for two nights and did not find any vessel. We went out some 12 or 13 miles from shore in the direction N. E. by N. We were there in the woods several nights, but it was stormy; but the third time we were out we found this vessel. She was anchored to the east of the channel, opposite Gwynn's Island.

We then boarded this vessel, which proved to be the *Alleghanian*. We were in three boats; the orders were for two of the party to remain in each boat while the rest boarded. Lieutenant Wood was in one boat, Lieutenant Lee in another, and I was in command of the third. As soon as I got on board Lieutenant Wood ordered me to take charge of the prisoners. I think there were twenty-one. I only had charge of the crew; their hands were tied behind them. The vessel was fired below.

I was on deck during the whole time and do not know who fired her. After being on board some two or three hours, I was sent ahead with orders to stand up the bay. I had in the boat with me the captain of the ship *Alleghanian* and four of our party. After I had got some 50 yards from the vessel two other boats shoved off from the *Alleghanian*. These two boats were launched from the *Alleghanian*, and contained the crew of that vessel, with the exception of the pilot, who was with Wood, and the mate, who was with Lee. We stood up the bay some 5 miles, when Wood took the lead and we followed him in the direction of W. S. W. We stood on until we made the land, and then stood back to the place where the expedition started.

We landed and remained there for some time, and Lieutenant Wood sent two men for the wagons. We then started for the wagons with the prisoners, with the exception of Lieutenant Wood and some two or three of the party, whom we left behind. We went some mile or two when we stopped and got our breakfast. When Wood came up we took the wagons and went to Gloucester, where I was allowed to leave and proceed to my home. Wood went on to Richmond with the three prisoners; they took with them the colors and some coffee which they had taken from the *Alleghanian*; I also think the instruments of the ship.

Interrogatory 1st. Did you accompany Lieutenant Doggett willingly, after he had called you on shore?

Answer. I did not. I asked him what he was going after, and he said he did not know. He said he thought there was a vessel in one of the creeks with coffee.

Interrogatory 2d. Did you consent to act as pilot to the expedition?

Answer. He did not ask me to act as pilot, but [said] that I must accompany the expedition.

Interrogatory 3d. Did you make any remonstrance or resistance?

Answer. I did not.

Interrogatory 4th. What sort of a man was Mr. Doggett, a large or a small man, and was he armed?

Answer. A very slim man, but about 5 feet 10 inches in height. I do not know whether he was armed or not.

Interrogatory 5th. Did you know for what purpose the expedition went out into the river on the first night?

Answer. I did. It was for the purpose of capturing some vessels.

Interrogatory 6th. Had you no opportunity of escaping before or after you joined the party?

Answer. Before I joined the party I did not know what they were going to do. I was ordered to report to Lieutenant Wood. After joining the party I had no opportunity. We were all kept together, except when I was with Lieutenant Wood.

Interrogatory 7th. After you were released, what did you do and where did you go?

Answer. I went to my brother's, where I had been oystering when Doggett called me on shore.

Interrogatory 8th. Are you a loyal citizen of the United States of America?

Answer. I do not know how to answer it properly

DECEMBER 12, 1862.

The foregoing deposition having been read to the prisoner, P. W. Smith, he wished to add as follows, viz: The Lieutenant Doggett referred to belonged to the Signal Corps; and also that he, P. W. Smith, frequently asked Lieutenant Wood, after the first night, to allow him to go back, which was refused.

B. J. TOTTEN,
Commander, Comdg. U. S. S[toreship] Brandywine, Hampton Roads.

DECEMBER 12, 1862.

The above deposition having been read to me, I hereby certify that it is correct and true.

PETER W. SMITH.

Witness:

C. J. EMERY,
Paymaster, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding six Confederate steamers opposite Drewry's Bluff.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 29, 1862.

SIR: General Dix has just sent me word by Captain Case that he forgot to inform me yesterday that there were six steamers opposite Drewry's Bluff, including the ironclad, with steam up.

It may be that the enemy desires to make a simultaneous demonstration here and in the sounds.

I am getting the *Miami* ready for Plymouth, N. C., where we need force badly, and I have recalled the *Commodore Barney* from the Nansemond. The *Chocura* is getting repaired at Norfolk and will be held ready to move.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, of the adjustment of difficulties at Drummondtown, Va.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, October 29, 1862.

SIR: On the 27th I received a dispatch from General Lockwood at Drummondtown, Accomac County, Va., stating that four companies of infantry had mutinied and would not land from the steamboat *Belvidere*, and asking for the aid of a gunboat. I replied that General Dix had plenty of troops and transports; that I would send a gunboat for moral effect, but not to use force, unless General Wool thought it

necessary to obtain orders to that effect from the Navy Department. I wrote to the same effect to General Dix, who told Captain Case that he would send an armed army tug, and desired that a gunboat should accompany his detachment. I had previously sent for the *Delaware*, on the blockade near the Piankatank, the only gunboat here whose draft would allow her to approach any of the landings for Drummond-town.

I am now informed through Captain Case, by General Dix, that the gunboat will not be necessary, as the difficulty is adjusted; that these were infantry companies enlisted for service in the State of Maryland.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 29, 1862.

The *Miami* wants immediately one IX-inch and two 100-pounder Parrott guns, with side carriages and fittings complete, or two additional IX-inch guns, if the Parrotts can not be had. Which can you send, and when?

S. P. LEE,

Acting Rear-Admiral.

Captain J. A. DAHLGREN,

Chief of Bureau of Ordnance, Navy Department, Washington.

[Telegram.]

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, October 29, 1862—11: 20 a. m.

Your telegram is received. One-hundred-pounder Parrott rifles are not disposable at present for the *Miami*, but three IX-inch guns with their equipments are ordered to be prepared immediately for forwarding. The naval constructor states that the *Minnesota's* main deck port sills can be cut down to a level of 1½ inches. The ship will go to Portsmouth to be docked and return to Boston for her armament.

H. A. WISE,

Assistant to Bureau.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Fortress Monroe.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding measures for the defense of Plymouth, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, October 29, 1862.

SIR: My letter of the 24th will show you that I expect you will take prompt measures for the defense of Plymouth. Our naval force must

not be defeated there; if it is, New Berne would share the same fate. You should concentrate your strength at the threatened point of attack. You must do the best possible in view of all the circumstances. General Dix has just sent word that the last flag of truce brings intelligence that six rebel steamers, including the *Merrimack*, were at Drewry's Bluff with steam up. It may be the enemy intends a simultaneous attack here and in the sounds.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Commander H. K. DAVENPORT, U. S. Navy,
Commanding Hetzel, etc., New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, to proceed to Plymouth, N. C., with ordnance supplies.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, October 29, 1862.

SIR: Proceed to Plymouth, N. C., with the *Delaware* under your command, and supply the vessels at that place with such ordnance supplies as you have and they can stow. After supplying them proceed, if there is a balance, to New Berne, N. C., and deliver it to the senior officer there, and then return to this place, using the utmost dispatch, as the vessel is wanted for other duty.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Acting Volunteer Lieutenant A. P. FOSTER,
Commanding U. S. S. Delaware, Hampton Roads.

Correspondence relative to firing at the U. S. S. Delaware by the tugboat Zouave, October 29, 1862.*

Report of Acting Master Wright, commanding the U. S. S. guard vessel Wyandotte.

U. S. S. WYANDOTTE,
Off Fortress Monroe, October 29, 1862.

SIR: At 8:30 p. m. this day a side-wheel steamer was reported coming out of the harbor close to the Rip Raps. Mr. Hodge, the boarding officer on board the *Zouave*, said it was the *Delaware*, and there being an officer on board the *Zouave*, Ensign Burke, who had orders to take passage in the *Delaware*, I ordered Mr. Hodge to run alongside and put him aboard. The *Zouave* started to cut off the *Delaware*, blowing the steam whistle all the time, but they appeared to take no notice, and soon after passed the light-boat on Willoughby's Spit. I then saw a gun fired, apparently a blank charge; this was followed by a shell, and another, and a third. By this time, 9 p. m., both vessels were out of sight. I still heard firing in the distance, and as the circumstances looked very suspicious, and thinking that, if an enemy, the *Zouave*

* The log of the U. S. S. *Delaware* does not mention this occurrence.—COMPILERS.

would not be able to cope with him alone, I ordered steam to be got up and prepared to slip. While this was doing I beat to quarters, shotted the broadside guns, and shell in the rifle. At 10 p. m., steam being reported ready, ship heading west, and anchor growing W. N. W., with an ebb tide, put my helm hard astarboard and went ahead, but the buoy rope got foul of the propeller and stopped the engine. Immediately after the *Zouave's* lights were seen, and I let go my port anchor and proceeded to clear the propeller and recover my best bower.

OCTOBER 30—10 a. m.

I have got my anchor, but am still engaged getting the propeller clear.

I have the honor to enclose two reports received from Mr. Hodge.

I am, very respectfully, your obedient servant,

THOMAS WRIGHT,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
U. S. Flagship Philadelphia.

P. S.—I fear we can not get the propeller clear without taking the vessel on the ways.

[Enclosure.]

U. S. TUGBOAT ZOUAVE,
October 29, 1862—11:30 p. m.

SIR: At 8:30 p. m. of this date a steamer was observed passing close to the Rip Raps, steering to the eastward. It was believed to be the U. S. S. *Delaware*, and having an officer on board this boat for her, I steered toward her and made signals for her to stop. As she did not do so, I ordered a blank cartridge to be fired, but owing to the gun not being ready, she gained a good distance from us. Seeing that the blank cartridge was not noticed, I ordered a shot to be fired, and I also fired three shells out of the stern gun, the whole three exploding near the said steamer, which took no notice of them. I then fired two more shots from the forward gun, but with the same ill success. At 10 p. m., Cape Henry light bearing east about 4 miles, and not being able to gain any on said steamer, I deemed it proper to return to our station, and arrived at 11:30.

I am, very respectfully, your obedient servant,

S. A. HODGE,
Acting Ensign, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
U. S. Flagship Philadelphia.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Wright, U. S. Navy.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., October 30, 1862.

SIR: Your letter of 29th is received. The firing of shot and shell at the *Delaware* by Acting Ensign Hodge was unnecessary, unjustifiable, and might have been very serious in consequences. I have to inform you that it is always advisable to back or let the vessels drift clear of a slip buoy before going ahead. If this is not done, the chances are always in favor of the propeller becoming fouled by the slip rope. I

do not understand why Ensign Burke was not put on board of the *Delaware* as soon as the *Zouave* came from Norfolk. Had this been done, there would have been, it is probable, no chase or accident. You should have a good lookout kept on board of the *Wyandotte*. You ought to have known the *Delaware*, and might, I suppose, have seen her when she left the wharf. She should have hailed you as she passed, and will be admonished for not doing so.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadre

Acting Master THOS. WRIGHT,

Commanding U. S. S. Wyandotte, Hampton Roads, Virginia.

Report of Acting Master Wright, U. S. Navy, commanding U. S. S. Wyandotte.

U. S. S. WYANDOTTE,

Off Fortress Monroe, November 2, 1862.

SIR: I have the honor to acknowledge the receipt of your letter dated the 30th October, which has but this minute reached me, and, in reply, I beg most respectfully to inform you that a good lookout is constantly kept on board this ship. The steamer was seen and reported to me before she arrived at the Rip Raps—she kept very close to them. I saw her, and sent the *Zouave* to her immediately. It was certainly at first thought to be the *Delaware* by Acting Ensign Hodge; but as she made no reply of any kind, either to the steam whistle of the *Zouave* or the blank charge fired from that vessel, Acting Ensign Hodge reports to me that he could not believe that one of our war steamers would allow herself to be chased and fired upon, even with a blank cartridge, with perfect impunity, and therefore he tells me that he continued to fire with shot and shell, believing that it must have been some vessel attempting to run the blockade.

The *Zouave* did not return from Norfolk until after dark of the 29th October. She did not come at once to this vessel, but, as Acting Ensign Hodge reported to me, went around the shipping in search of the *Delaware*, for the purpose of putting Ensign Burke on board; but being unable to find her, he returned to this ship to report, believing that the *Delaware* had gone to Newport News.

I have respectfully to inform you on my own part that I should have known the *Delaware* by daylight, or even at night, if she passed within a reasonable distance; but as the vessel in question was fully a mile off, and had no lights up (very unusual in a war steamer), I did not believe, notwithstanding Acting Ensign Hodge's opinion, that it was the *Delaware*. It seemed to me that the steamer, whatever she was, purposely avoided communication, for the *Zouave* had two lights up (a red and a white) and kept blowing her steam whistle all the time, whilst the *Wyandotte* also had her bright white light set forward.

I am, very respectfully, your obedient servant,

THOMAS WRIGHT,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

U. S. Flagship Philadelphia.

Report of Lieutenant Cushing, U. S. Navy, of the destruction of salt works in New Topsail Inlet, North Carolina, October 29, 1862.

U. S. S. ELLIS,
Off Beaufort, N. C., November 1, 1862.

SIR: I have the honor to report I again visited New Topsail Inlet on the 29th of October.

Three-fourths of a mile from the mouth I discovered a large salt work, and went ashore with an armed party to destroy it. I found that a great deal of labor had been expended in its construction, and think that it could have furnished all Wilmington with salt.

We tore down the brickwork, destroyed their large copper and iron kettles and pans, cut holes in their flatboats and lighters, cut through the cisterns and waterworks, and burned the buildings; 10 or 15 bushels of salt that had been made that morning I turned into the ditch. The people belonging to the works escaped.

Just as we were about to leave the enemy opened fire on the boats from a hill about 1 mile away. They had two pieces of artillery and a large supporting force of infantry. They fired very well, but could not hit the boats, though their shot fell all around us. I soon regained my vessel and returned the fire, and in a few moments silenced them by exploding a shell in their midst. The enemy at once limbered up and took the road to Wilmington.

I sounded for a channel this time and found that vessels drawing 9 feet of water can go up the inlet for three-fourths of a mile. I shall keep a bright lookout for the rebel trade at that point.

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

WM. B. CUSHING,
Lieutenant, Commanding.

Commander H. K. DAVENPORT,
Senior Officer, Commanding in Sounds of North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officers, giving list of army vessels to be allowed to pass without detention.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, October 30, 1862.

SIR: You have received a list of 35 steamers in the employ of the army here, authenticated by General Dix. You will be promptly notified of all additions to or subtractions from this list, and will allow all the steamers therein included, and those hereafter to be added, to pass the guard vessel freely, not requiring them to stop to show their certificates, so long as you officially know from the authentic army list that they are in the employ of the army. All these steamers not on this list, and not hereafter included in it, you will cause to stop and exhibit their certificates and will regularly notice them in your periodical returns. This will supersede any previous conflicting instructions on this subject. Acknowledge receipt of this and all other orders.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

SENIOR OFFICER in the Naussemond.

Acting Master THOS. WRIGHT, *U. S. S. Wyandotte, Hampton Roads.*

Lieutenant-Commander C. A. BABCOCK, *U. S. S. Morse, Norfolk, Va.*

Commander F. A. PARKER, *U. S. S. Mahaska, York River.*

P. S.—Previous orders relative to allowing fishing and oystering in open boats are so far modified as during the cold weather to allow these avocations to be carried on in such vessels as can afford shelter to their crews.

Report of Commander Scott, U. S. Navy, regarding the capture of an English brig and other vessels.

U. S. GUNBOAT MARATANZA,
Off Cape Fear River, North Carolina, October 30, 1862.

SIR: In obedience to your order of the 10th instant a vessel has been stationed to blockade Shallotte Inlet and to keep watch over as much of the neighboring coast as possible.

I am pleased to state that the *Penobscot*, during my absence at Beaufort, captured an English brig with a valuable cargo of contraband goods, making the fourth vessel taken here in six weeks.

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Captain Turner, U. S. Navy, transmitting reports of commanding officers of capture of schooner Racer and destruction of schooner Pathfinder, October 30, 1862.

U. S. S[TEAM] F[RIGATE] NEW IRONSIDES,
Off Newport News, Va., November 11, 1862.

SIR: I have the honor to enclose herewith the report of Acting Master J. D. Warren, of the *Daylight*, regarding the capture of the schooner *Racer*, of Nassau, New Providence, near New Topsail Inlet, on the 30th ultimo; also report* of Commander J. M. B. Olitz, of the *Penobscot*, regarding destruction of English schooner *Pathfinder*, together with the papers belonging to the prize.

I have the honor to be, sir, very respectfully, yours,

T. TURNER,
Captain and Senior Officer Present.

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

[Enclosure.]

U. S. S. DAYLIGHT,
At Sea, October 30, 1862.

SIR: I have the honor to report that at daylight this morning, whilst on my way from Hampton Roads to the blockading station off Wilmington, N. C., and when within about 30 miles of New Inlet (the above-named station), we discovered a schooner lying at anchor between Stump Inlet and New Topsail Inlet. We shaped our course for her, and, when within 1 mile of her, we manned and armed the first and second cutters and sent them under charge of Acting Master Gleason to board and examine the vessel. Before they reached her her crew slipped their cable to allow the schooner to drift on shore, and then

* See p. 190.

fled in their boat to the shore and escaped. My boats boarded her before she drifted on shore, and, finding no one on board, made the sail on her and brought her off. There was no other vessel in sight.

In making the capture we did not fire a gun; the parties escaping from the vessel, after landing, fired two musket shots at the boats' crews, but did not hit them.

On closely examining her, no flag or papers of any kind could be found.

She proved to be the *Racer*, of Nassau, New Providence, and is loaded with salt, principally.

I have sent her, under charge of Acting Master's Mate Henry Oakley and four men, to New York for adjudication.

Very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

Commander G. H. SCOTT,

Commanding U. S. S. Maratanza, off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, transmitting information regarding suspicious vessels.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 31, 1862.

SIR: Enclosed herewith are extracts from consular correspondence relative to the character and movements of the following vessels suspected of intentions to violate the blockade or otherwise give aid and comfort to the enemy: Steamer *Lloyds*, with description, and *Cornubia*; the Clyde steamers *Neptune*, *Iona*, *Pearl*, *Ruby*, *Eagle*, and *Thistle*; the sailing vessels *Morton Castle*, *Honor*, and *Nina*, and two ironclad gunboats being built by the Messrs. Laird at Liverpool. Distribute these extracts by earliest opportunity among the commanders of the blockading vessels, and impress them with the necessity of becoming familiar with the character and movements of these vessels.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander G. H. SCOTT,

Commanding U. S. S. Maratanza, etc., off Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. S. PHILADELPHIA,
Hampton Roads, Virginia, November 1, 1862.

SIR: I have the honor to submit the following semimonthly statement of the disposition of the vessels in this squadron:

Vessel.	Station.	Remarks.
Philadelphia, flag-steamor	Hampton Roads	
Miami	do	About to proceed to Albemarle Sound.
Victoria	do	Repairing at Fortress Monroe.
General Putnam	do	Do.

Vessel.	Station.	Remarks.
Brandywine	Hampton Roads	Store hulk for general supplies.
Charles Phelps	do	Do.
Roman	do	Store hulk for ordnance.
Ben Morgan	do	Do.
Wyandotte	do	Guard vessel below Fortress Monroe.
Zouave, tug	do	Tender to Wyandotte.
New Ironsides, ironclad	Off Newport News	
Galena, ironclad	do	
Alert	do	Dispatch tug and night picket boat for James River.
Cohasset	do	Do.
Young America	do	Do.
Commodore Barney, ferryboat	Nansemond River	Arrived off Newport News at 12 m. to-day.
Stopping Stones, light draft	do	
Morse, ferryboat, guard vessel	Norfolk, Va.	
Southfield, ferryboat	do	Repairing for duty in Albemarle Sound.
Chocura, repairing	do	About to go off Wilmington.
Mahaska	Between Planktank and Fortress Monroe.	At Yorktown, cooperating with the army for its defense, and guard vessel there.
Crusader	do	In Chesapeake Bay, blockading from south side of Planktank to Fortress Monroe.
Hetzell	Sounds of North Carolina	At New Berne, N. C.
Underwriter	do	Do.
Cores, needing repairs	do	Do.
Brinker, needing repairs	do	Do.
Seymour, repairing	do	Do.
Commodore Perry, ferryboat	do	At Plymouth, N. C., and on picket duty in the rivers flowing into Albemarle Sound.
Hunchback, ferryboat	do	Do.
Shawsheen	do	Do.
Whitehead, needing repairs	do	Do.
Lockwood	do	Do.
Valley City	do	Do.
Louisiana	do	At Washington, N. C.
Ellis	do	Blockading in and about Bogue Inlet.
Granite, sailing sloop	do	Blockading in and about Ocracoke.
Maratanza	Off Wilmington, N. C.	
Cambridge	do	
Genesee	do	
Monticello, needing repairs	do	
Mystic, needing repairs	do	
Mount Vernon	do	
Daylight	do	
Penobscot	do	Off Shallotte Inlet.
William Badger	Beaufort, N. C. (depot for supplies for vessels off Wilmington).	Store hulk for general supplies.
Monitor, ironclad, repairing	Washington, D. C.	
State of Georgia, repairing	do	
Mount Washington, repairing	Baltimore, Md.	
Minnesota, to be docked	Portsmouth, N. H.	
Delaware	do	Left Hampton Roads, October 30, to carry ordnance stores to the sounds; to return immediately.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off Plymouth, N. C., November 1, 1862.

SIR: In obedience to your order of the 30th September ultimo, I have the honor to submit the following report of the disposition of and service performed by the United States vessels in the sounds of North Carolina, from the 15th October ultimo to date, viz:

The *Hetzel*, *Underwriter*, *Ceres*, *Seymour*, and *Brinker* have been stationed off New Berne for the protection of that place. During the period above named the *Seymour* towed a light vessel to the mouth of the river, the chartered schooner *Minnehaha*, with provisions to Plymouth, and the disabled steamer *Whitehead* from Plymouth to New Berne. On the 28th ultimo the *Ceres* was sent to the assistance of the *Ellis*, aground near Swansboro, and the *Hetzel* left for Plymouth on the same day.

The *Commodore Perry*, *Hunchback*, *Shawsheen*, *Lockwood*, *Valley City*, and *Whitehead* have been stationed off Plymouth for protection of that place and our troops there. The *Valley City* arrived at Plymouth on the 29th ultimo, and the *Whitehead* was sent to New Berne for repairs in tow of the *Seymour* the same day.

The *Louisiana* has been stationed off Washington, N. C., for the defense of that place and our troops there.

The *Ellis* has been stationed at Bogue Inlet. During the period above mentioned she visited New Topsail Inlet and captured and destroyed an English schooner laden with spirits of turpentine and cotton, the property of the enemy. When last heard from she was aground near Swansboro.

The *Granite* has been employed in blockading Ocracoke Inlet and in cruising in Pamlico Sound.

The *General Putnam* sailed for Hampton Roads, via Plymouth and the canal [Dismal Swamp ?], on or about the 15th October ultimo.

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

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

[Telegram.]

NAVY DEPARTMENT, November 1, 1862.

Your disposal of your vessels in anticipation of an attack must be according to your best judgment under circumstances which are better known to you than to the Department. A newly fitted ferryboat from New York will be sent soon, and the *Monitor* will go down next week. Has the tug *Rescue* sailed for Port Royal?

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Commander Parker, U. S. Navy, regarding the destruction of Confederate works on Wormley's Creek and at West Point, York River.

U. S. S. MAHASKA,
Off Yorktown, Va., November 1, 1862.

SIR: I have the honor to inform you that yesterday I threw down a portion of the work on Wormley's Creek, which you visited while here and advised me to destroy. This morning I got underway at an early hour and proceeded to West Point, leaving an armed boat here to do guard duty in my absence, where I found a small picket of rebel cavalry stationed, who left the place on my approach. I immediately landed with an armed force, and after throwing out pickets commenced to destroy the work, of which I made mention in my letter of the 29th ultimo. I found it well constructed and larger than I had supposed, it having two bombproof magazines and eight embrasures for heavy guns. By 4 p. m. the breeching bolts and eyebolts had all been drawn and about one-half of the work destroyed, when I returned to my anchorage off this place. During the coming week I hope to finish my work of demolition.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Macomb, U. S. Navy, regarding an engagement with Confederate batteries on Oak Island.

U. S. S. GENESEE,
Off Wilmington, November 1, 1862.

SIR: I have the honor to report, that on the morning of the 24th of October I stood in with this vessel near the low beach to the westward of the sand hillocks on Oak Island for the purpose of looking over into the inlet beyond, where I had seen a small schooner. After I had made observations and the schooner had passed out of sight I thought I would coast along the beach of Oak Island within about 2 miles, and try the range of the 100-pounder Parrott, and, while training, the rebels opened fire from two batteries about a quarter of a mile apart, situated on the ridge of the sand hillocks, when we immediately returned their shot from the Parrott and X-inch after pivot guns.

The shots from the batteries were well directed in line, but nearly all flew over us.

These are the same batteries which fired on the *Maratanza* and the guns have long ranges.

The Parrott gun had too much elevation and the shell passed in good line over. [As to] the X-inch, I am unable to tell whether any shell took effect, as one went direct for the batteries and appeared to burst above, some of the fragments of which may have fallen within them.

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

W. H. MACOMB,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Flagship *Minnesota*.

Expedition to Hamilton, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

U. S. FLAG-STEAMER MIAMI,
Washington, N. C., November 14, 1862.

SIR: I transmit enclosed Commander Davenport's report of the naval cooperation with the late army expedition from New Berne to Hamilton and that vicinity; also some interesting and instructive original papers captured at Hamilton.

On the 31st of October, Commander Davenport, with the *Valley City*, *Hunchback*, *Perry*, *Hetzel*, and the *Vidette* (an army gunboat) threw shot and shell for half an hour into the woods 2 miles back of Plymouth, where 3,000 rebels were posted, killing two of them.

On the 2d instant, at 7 p. m., Commander Davenport, with the *Valley City* leading, and the *Perry*, *Hetzel*, and *Hunchback* following, left Plymouth, and at 6 a. m. on the 3d instant anchored off Williamston, on the Roanoke, where he soon had an interview with General Foster and arranged for an advance on Hamilton; and at 1 p. m. on the 4th the *Valley City*, having led, followed by the *Perry*, *Hetzel*, *Hunchback*, and *Seymour*, arrived at Rainbow Bluff batteries, which were found in possession of our troops, who had advanced without making the preconcerted signal to the gunboats. The enemy had previously left these batteries and taken off the guns. Our gunboats then went to Hamilton, where they found no rebel gunboats in process of construction. That evening the army, accompanied by four pieces of naval artillery, with their crews, left for Tarboro, and the *Valley City* and *Perry* were sent up the river a few miles, as far as they could go, to divert the attention of the enemy.

On the 5th the *Seymour* destroyed, as far as possible, the earthworks at Rainbow Bluff, in doing which Acting Master's Mate Whall was accidentally killed.

At 2 a. m. on the 6th the army returned to Hamilton, having failed to reach Tarboro, owing, it is said, to the enemy having been reenforced from Richmond, [Va.], and on the 9th instant the joint expedition left Hamilton for Plymouth, the troops returning thence to New Berne, also Commander Davenport, with the *Hetzel*, the *Hunchback* (in want of repairs), and the *Seymour* (conveying troops).

Commander Davenport is satisfied that the rebels have no ironclads on the Roanoke, and that they can not build on that river above Williamston, owing to low water, steep banks, and the want of necessary facilities. Lieutenant-Commander Flusser, however, believes, that they are building at or about Halifax.

Commander Davenport is strongly opposed to engaging the gunboats on such expeditions on account of their unfitness for service in these narrow and crooked rivers, from whose high banks sharpshooters, protected in rifle pits, can control and sweep our open decks. It is obvious that, where the situation does not allow the gunboats to take care of themselves, they can not assist the army, while they are themselves exposed to the worst consequences.

The Department will see from the enclosed papers of Lieutenant Bender, secured at Hamilton by Acting Assistant Paymaster Cushing, that the rebels are certainly building gunboats on these rivers, and one or more at Tarboro. It may be safely assumed, and it is so reported

here, that these are ironclads. It is the policy of the enemy to build more effective vessels than they have to encounter.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. HETZEL,

Off Plymouth, N. C., November 10, 1862.

SIR: I have the honor to submit the following report of my movements since the 28th October, ultimo, the date of my last communication to you, having reference to the state of affairs at this place and on the Roanoke River.

I arrived at this place early on the morning of the 30th ultimo, and found here the U. S. steamers *Commodore Perry*, *Hunchback*, *Valley City*, and the army gunboat *Vidette* at anchor off the town; the *Shawsheen* was on picket duty some 6 miles up the river. On consultation with Lieutenant-Commander Flusser and Captain [William W.] Hammell, the officer commanding the post, I ascertained that the enemy, said to number 3,000, were posted in the woods about 2 miles in rear of the town. It was agreed upon between us that on the next day we would make the attempt to shell them from their position. Accordingly, on the 31st ultimo, at 12 m., the *Valley City*, *Hunchback*, *Perry*, *Hetzcel*, and army boat *Vidette* opened fire, and for half an hour threw shot and shell over the town and into the woods beyond, driving the rebels from their position and killing two of their number.

Late on the afternoon of the 1st instant the U. S. S. *Seymour* arrived with the intelligence that General Foster had left New Berne with a strong force, and was then on his march to Washington, N. C. At 12:30 p. m. on the 2d instant, while on my way to Washington to confer with General Foster, I intercepted the steam tug *Alert* with dispatches from the general, requesting me to meet him with the gunboats at Williamston on the following day. I immediately returned to Plymouth, and at 7 p. m. got underway for Williamston, the *Valley City* leading and followed by the *Perry*, *Hetzcel*, *Hunchback*, and armed army transport *Lancer*. At 6 a. m. on the morning of the 3d instant I anchored off the town of Williamston, where soon afterwards I had the pleasure of an interview with General Foster, whose march had been ineffectually opposed by the enemy at Rall's [Rawle's?] Ford, a point on a small stream about 5 miles distant.

It was agreed upon (copy of which agreement is herewith enclosed) that we would begin our advance on Hamilton that night. Accordingly, at 7 p. m., I got underway in the following order, the *Valley City* leading, followed by the *Perry*, *Hetzcel*, and *Hunchback*. The *Lancer* had returned during the afternoon to Plymouth with the sick and wounded soldiers. At 1 a. m. on the morning of the 4th instant, having reached the barricade, which is about 5 miles below Rainbow Bluff and 8 miles from Hamilton, I anchored, for the double purpose of awaiting the signal from the advance of the army and avoiding the risk of a passage through the barricade at night. At 11 a. m., having failed as yet in receiving any signal from the army, I made general signal "to get underway" and proceeded up the river in the following order, the *Valley City* leading, followed by the *Perry*, *Hetzcel*, and *Hunchback*, the *Seymour* (which had arrived at 7:30 a. m.) bringing up the rear. At 1 p. m. we came in sight of the batteries at Rainbow Bluff, which we found

in possession of our troops, the enemy having deserted them and carried off all the guns. At 2 p. m. I anchored off the town of Hamilton.

I here entered into another agreement with General Foster (a copy of which is herewith enclosed), in accordance with which the *Valley City* and *Perry*, at 9:30 p. m., proceeded a few miles farther up the river to divert the attention of the enemy, while the army continued its march to Tarboro. At night, after the army had left, pickets were posted in the town, ten from this vessel and ten from the *Hunchback*, under the command of proper officers. I must here express my thanks and acknowledgments to Acting Assistant Paymaster Henry Cushing, of the *Hunchback*, for his vigilance in securing the enclosed plan of batteries at Rainbow Bluff, and papers relating thereto, while on duty in command of pickets at Hamilton on the night of the 4th instant. I look upon these papers as one of the most valuable acquisitions of the expedition.

At 10 a. m., on the 5th instant, I dispatched the *Seymour* down the river for the purpose of destroying the earthworks at Rainbow Bluff. At 5 p. m. she returned, having accomplished, as far as possible, the object for which she was sent. I regret extremely to inform you that, while in the performance of this duty, Acting Master's Mate Whall was mortally, and one man slightly, wounded by the premature explosion of a mine.

At 2 a. m. on the morning of the 6th instant the U. S. S. *Lockwood* arrived, and at 5.30 a. m. the *Seymour* left for Plymouth. During the afternoon the army returned from its march in the direction of Tarboro, having failed in reaching that place. On the 7th instant I had another understanding with General Foster (a copy of which is herewith enclosed), in accordance with which I took on board 300 sick and disabled soldiers, whom I distributed among the several gunboats, and sending the *Valley City* and *Lockwood* ahead, with orders to wait for me at Williamston, at 12.30 p. m. I got underway for the same point, accompanied by the *Hunchback* and *Perry*, to cover the rear of the army, and arrived at Williamston at 11.30 a. m. on the 8th instant.

At 6 a. m. on the 9th instant the army began its march for Plymouth, the *Perry*, *Valley City*, and *Lockwood* having left for the same place on the previous afternoon. At 10 a. m., when the rear guard of the army had left Williamston, I got underway with the *Hunchback* for Plymouth, where I arrived at 3.30 p. m., about two hours in advance of the army.

I shall leave a force of gunboats here amply sufficient to protect the place, in conjunction with such force as it is the intention of General Foster to station at this point. When the army has embarked for New Berne I shall get underway for the same place, stopping probably en route at Washington to confer with Acting Lieutenant Renshaw.

With regard to the results obtained by this reconnoissance, I am satisfied that the rebels have as yet no ironclad boats on this river, nor do I think it probable that they will ever attempt the construction of any vessel of a formidable character above Williamston. At Hamilton there were no indications whatever that vessels of any kind (except canoes) had ever been built there. The bank is bluff and bold, affording no natural facilities for wharves or "ways," and the river is narrow and current strong. Above Hamilton the river is extremely narrow and tortuous, abounding in snags and bars to such an extent that the *Valley City* could not ascend more than 5 or 6 miles. I learned that at Halifax, the next town above, there is at ordinary times from 1 to 2 feet only of water. The river is now at its medium height, and I should not think it possible, except during a freshet, to float an ironclad boat of formidable dimensions at that point.

You will observe by the enclosed papers relating to the defenses of this river, that there is no longer any doubt about there being ironclad boats in course of construction at Tarboro. I shall immediately concentrate all my available force at Washington and make every effort in my power to strengthen our position at that point.

With reference to sending gunboats on expeditions up these rivers, I beg leave to say that I consider the vessels of my command totally unfitted for such service. Their decks being fully exposed, there is no protection whatever for officers or men against sharpshooters concealed from view in the dense woods and undergrowth that line the banks on either hand. Above Jamesville (12 miles distant from this place) the river does not average more than 150 yards in width, is extremely tortuous, and abounds in snags and overhanging trees. At every sharp bend the boats were forced by the swift current close up to the banks among the branches. In this way the *Valley City* lost her foremast and the *Hetzel* carried away her maintopmast and bowsprit, stove boats, and wheels, and seriously endangered the smokestack.

Actuated by my own experience and observations I can not refrain from expressing my strong sense of the extraordinary perils attending the navigation of these rivers with such boats as I now have at my command; nor could I feel justified in sending them on such service again without positive orders from you to that effect.

I enclose herewith copies of two letters, dated respectively October 31 and November 1, 1862, having reference to the expedition to Hamilton and addressed by General Foster to the senior naval officer at Plymouth, N. C.

In conclusion, I must commend to your favorable consideration the intelligence, zeal, and skill in the management of their vessels displayed by Lieutenant-Commander Flusser and Acting Lieutenant Colhoun; nor can I withhold my praise and warmest thanks from the officers and men generally, who vied with each other in their efforts to aid the army and bring to a successful issue the objects of the expedition.

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

H. K. DAVENPORT,

Commander and Senior Officer in Souds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Subenclosures.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,

Washington, N. C., October 31, 1862.

SIR: I hope by Saturday morning, 8th instant, to be before Hamilton for attack and shall expect and hope for your cooperation. You need only move up the river to be in easy distance and wait for my guns as signal to attack.

A steamer will arrive at Plymouth with commissary stores and forage; this vessel I wish to go up the river with your fleet, so as to supply my wants. It is absolutely necessary for my operations up the country, between this and next Saturday, that this plan should be an inviolable secret between yourself and Captain Hammell.

Any use you may wish to put the army gunboats to, they are entirely at your service and subject to your orders.

Very respectfully, your obedient servant,

J. G. FOSTER,

Major-General, Commanding.

Senior NAVAL OFFICER,

Plymouth, N. C.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Washington, N. C., November 1, 1862.

CAPTAIN: The plan as given in my former letter is modified as follows: I shall leave here with my forces to-morrow morning before daylight, and unless I should be delayed by some unexpected event (such as a battle), shall be at Williamston in the course of to-morrow night, if not before. I suggest that you cooperate with me in an attack on Hamilton and for that purpose meet me with your fleet at Williamston. If you are not there, and I have no communication from you, I shall wait a reasonable time and then proceed to the above point.

I am, very respectfully, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Captain FLUSSER, or the Senior NAVAL OFFICER,
Plymouth, N. C.

—
 No. 1.

Army and navy signals agreed upon at Williamston, N. C., November 3, 1862, by Major-General Foster and Commander Davenport, for a combined attack on Rainbow Bluff, near Hamilton, N. C.

One rocket or gun means: Our advance is here.
 Two rockets or guns mean: Fire more to the right, we are advancing.
 Three rockets or guns mean: Your shot fall short.
 Four rockets or guns mean: You fire over.

—
 No. 2.

Copy of memorandum of understanding between Major-General Foster and Commander Davenport at Hamilton, N. C., November 4, 1862.

1st. Two gunboats to go up the Roanoke, shelling the shores, firing blank shots (9 out of 10 shots) as far as possible, and continuing firing at intervals all day to-morrow.

2d. These same boats to fire for an hour or two on the following day and then to return to Hamilton.

3d. Commander Davenport to remain at Hamilton with his boats for six days, unless he hears from General Foster before, then to return to Plymouth.

4th. Commander Davenport to loan General Foster four pieces of artillery, with crews, for his expedition.

—
 No. 3.

Copy of understanding between Major-General Foster and Commander Davenport, had at Hamilton, N. C., November 7, 1862.

1st. Two gunboats to go in advance to Williamston.

2d. The three others to remain here until after the army is gone, and then return to Williamston.

3d. To take on board, for passage to Plymouth or New Berne, three hundred sick and disabled soldiers.

Five guns in quick succession or five rockets mean: The enemy has interrupted our march, lay by to assist.

J. G. FOSTER,
Major-General.

P. S.—We send the broken-down soldiers on board for you to take to Plymouth and then to New Berne.

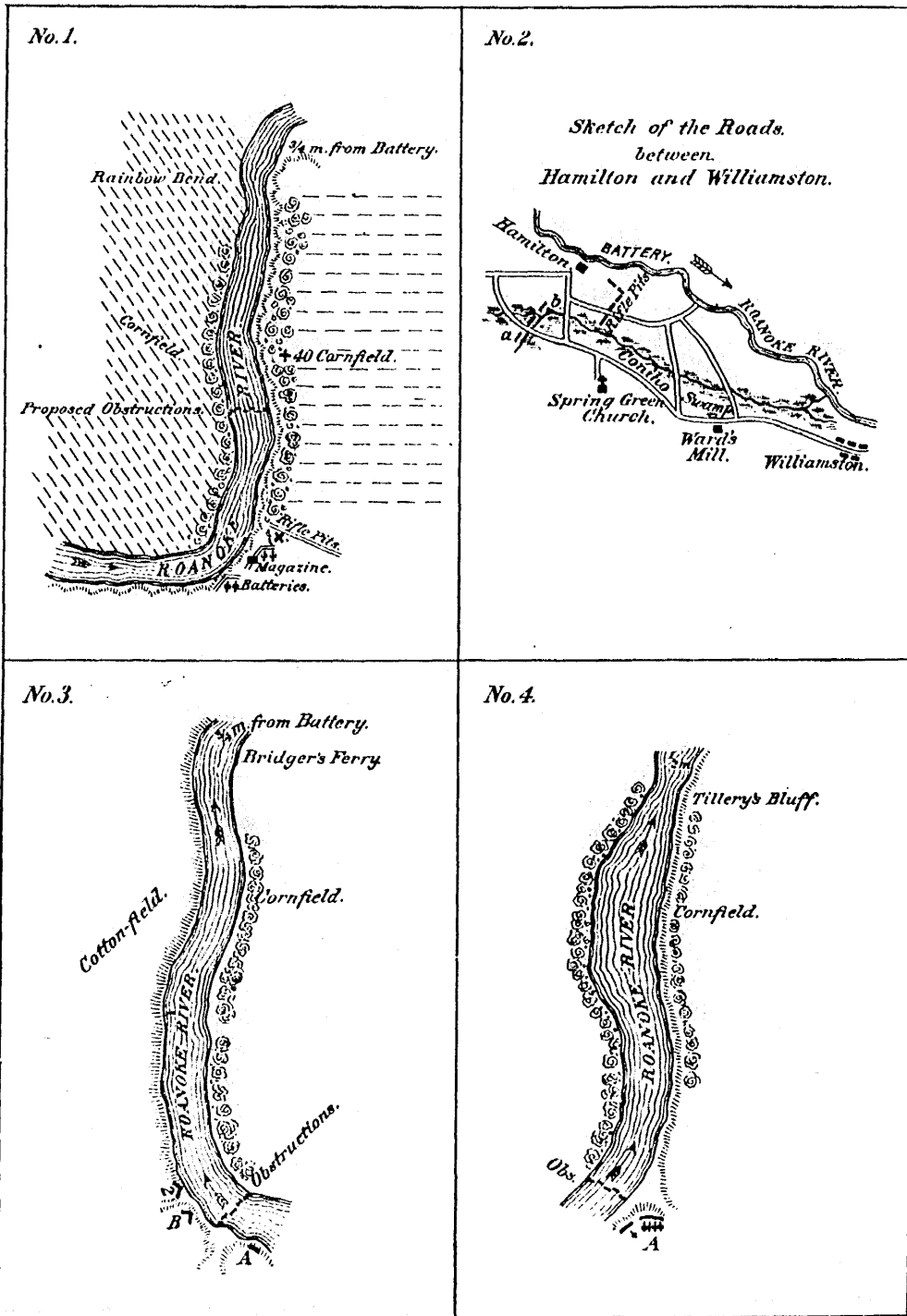
PETERSBURG, *October 3, 1862.*

CAPTAIN: Having received your orders to make a reconnoissance on Roanoke River, North Carolina, required by General French in Special Orders No. 212, I accordingly started on the 25th ultimo, accompanied by Mr. Samuel Tyler, of the Engineer Corps. I reached Tarboro that evening by rail and on horseback arrived near Hamilton the same night. On the following morning I obtained as a guide an old steamboat captain, perfectly acquainted with the river, and examined the river from Hamilton down to about 4 miles below Poplar Point, where the bluff ceases.

There are several points which might be fortified to resist the passage of gunboats, but none, in my judgment, so suitable as Rainbow Bend. This is an excellent point. It is situated on the Martin side of the river, about 3 miles below the town of Hamilton. There is a good road from Hamilton to the battery. There is a battery already constructed there, located, I understand, by Captain Kidder Mead [R. K. Meade?], U. S. engineer, a sketch of which is enclosed, marked No. 1. The battery is well located, and arranged for five pieces. It is not, however, well constructed. The parapet is not more than 14 feet thick; not enough, in my judgment, to stand heavy artillery at a half-mile range. The soles of the embrasures have not slope enough to admit a sufficient depression of the guns and the magazine, while it is the most conspicuous point in the work as viewed from the river, is very weak both on top and at the sides. The flooring of one of the platforms is gone, and the hillside at (x) (see figure) should be cut away farther, as it limits the fire of one of the guns. Slight labor and time are, however, required to put the work in perfect repair and to make the alterations above suggested, as the earth obtained by increasing the slope of the soles of the embrasures and the necessary scraping of the hillside would furnish sufficient material to strengthen both the parapet and the magazine. An obstruction in the river is indispensable to complete defense; for the whole field of fire, being less than three-quarters [of a] mile, an ironclad boat might in a few moments run above the battery, and, gaining the reach above, take the battery in reverse and hold it at its mercy, as there are no guns facing up the river and no traverses in the rear of the batteries.

The reach commanded by the batteries is less than three-quarters [of a] mile long and 150 yards wide; the Martin [County] side is bluff and at (a) is higher than the batteries. The Bertie [County] side is flat and overflowed at very high water. About 200 yards below the battery the obstructions should be placed. This would be in full fire of the battery, and all along the bluff above sharpshooters, perfectly protected, could lie to prevent any attempt to remove the obstructions. At that point, too, there is a bar, thereby making obstructions easier. The

obstructions could be best made by piling. There are no old craft lying in the river except some that are too valuable, and pens can not be used, as there is no stone or gravel to be found in that country. There is not a pile driver on the river, but I suppose the essential parts



of one might be brought from Richmond by rail. The piles can be cut on the brink of the river above and floated down. Tight boxes filled with mud or sand might be used, but the current is so rapid that they might be swept away or a new channel cut. Piles would enable the

current to pass, and in a great measure obviate that danger. The works are defended from a land attack by a line of rifle pits extending from the river to Coniho Swamp, and another short line at (a) (fig. 2), to prevent a passage through Hamilton to the rear. The defense would be complete with a small work at (b). On the 28th, having completed my examination in Martin County in compliance with the written order, I proceeded, in obedience to verbal orders from General French, to examine the upper Roanoke, with a view to defending the river at a point nearer Halifax. I there obtained a steamboat and proceeded down the river about 2 miles below Bridger's Ferry. I found two points, one about 7 miles from Halifax, in Mr. Tillery's land, on the south side of the river, and the other on the north side at Bridger's Ferry, about 10 miles below Halifax. There are advantages in favor of each of these points. The bluffs in both cases are thickly covered with heavy timber, so that it was impossible without much heavy [?] and an instrument, to obtain more than mere sketches of the sites (*sic*). In each case the reach is only three-quarters of a mile and out of fire from the enemy until within the reach. I am inclined to the opinion that the site at Bridger's Ferry is the best, and the river is shallower, making obstructions easier. The other point lies nearer Halifax and Weldon and on the same side of the river, so that materials for constructing and heavy guns could be most easily brought there, and the point more easily supplied or reenforced if necessary. The remarks above on the method of obstruction apply equally here, for the nature of the country and river is the same. Should obstructions be determined upon either at Rainbow Bend, Bridger's Ferry, or both, I would earnestly recommend that it be begun as early as possible, for the river is now low, and by the 1st of November it will be 4 feet higher, making the task of obstructing it more difficult, protracted, and expensive. Having completed these examinations, I removed to Petersburg on October 1 and reported verbally to General French the result of my reconnoissance.

With much respect, your obedient servant,

J. INNIS RANDOLPH,
First Lieutenant, Engineers.

Captain C. H. DIMMOCK.

HAMILTON, *October 28, 1862.*

DEAR SIR: General Gwynn and myself have to-day examined the works on the Roanoke and have decided to discard the upper battery (for three guns) and to put three guns below the other or advanced battery, placing them in pits instead of on the natural surface of the ground. Will you be good enough to send me a sketch, showing the area, height of epaulement, etc., required for columbiads and other heavy guns as soon as you have obtained the necessary information yourself from the book on "heavy artillery," which you have ordered.

I have ordered a large supply of stationery, account books, roll books, etc., and will send you a share for your office as soon as received. Colonel Gilmer insists upon my disbursing for all of the works. Two books must be kept in your office: 1st, "a ledger, in which an account will be opened with every person of whom materials or supplies are purchased for the work, including every person not on the rolls;" 2d, "a roll book, showing the name, occupation, rate of pay of each hired person, and time made by him daily in each month."

I have quoted from the army regulations, but in the case of slaves the owners' names should be kept also, and the daily time is not necessary.

You will have to use sheet paper until the books are received and transfer afterwards.

If you should leave Kinston, [N. C.], please instruct your successor in these matters.

Hamilton is not half so unpleasant a place as you led me to expect. I prefer it to Kinston.

Yours,

W. G. BENDER,

First Lieutenant Engineers, Provisional Army Confederate States.
Lieutenant J. I. RANDOLPH.

HAMILTON, [N. C.], November 1, 1862.

DEAR SIR: Mr. J. G. Carraway, a member of your company, has been employed for a few days past as a superintendent of hands engaged in the construction of batteries on the banks of the Roanoke River.

Understanding from him that you have ordered him (upon the expiration of his furlough) to report for duty at Tarboro to work upon a gunboat, I write to ask if you can not annul that order and detail him for service here.

General Gwynn, the engineer in charge of the defenses of eastern North Carolina, intended writing to you himself upon the subject, but he has left here, evidently having forgotten it.

This work is considered of more importance now than the building of the gunboats, and Mr. Carraway can be of great assistance to us. I therefore hope that you will be able to grant this request and let him return here to the work which he has commenced.

Yours, very respectfully,

W. G. BENDER,

First Lieutenant Engineers, Provisional Army Confederate States.

Captain Z. T. ADAMS.

HAMILTON, November 4, 1862.

DEAR SIR: Our forces under Colonel Radcliffe have retreated to Tarboro, and the Yankees occupy Williamston. Their pickets, indeed, are 3 or 4 miles this side of Williamston, and it is probable that parties of their cavalry will come up as far as this place as soon as they find out that our troops are all gone. Such being the condition of things here, I do not think it safe to work a large number of slaves upon the batteries at Rainbow Bend.

It is to be hoped that our troops will be brought back here soon. Until they are, I can do nothing.

I am, very respectfully, your obedient servant,

W. G. BENDER,

First Lieutenant Engineers, Provisional Army Confederate States.

General GWYNN.

Report of Acting Master Wells, U. S. Navy.

U. S. S. I. N. SEYMOUR,

Roanoke River, Off Hamilton, N. C., November 5, 1862.

SIR: In obedience to your order of this date, I left Hamilton at 10 o'clock this morning and proceeded with the vessel under my command

to Rainbow Banks [Bluff], for the purpose of demolishing the rebel battery at that point. I arrived there at 10:20 o'clock and immediately commenced operations, by landing all my available men and material necessary to carry out your instructions. After climbing the steep bank with considerable difficulty, I reconnoitered the premises and posted a line of pickets in a semicircle around the battery, at a distance of about 400 yards from it and out of danger from explosion of mines about to be sprung under the walls of the battery. The first thing to be done was to blow up the magazine. For this purpose 50 pounds of cannon powder was placed inside and a train laid on planks across the ditch to smooth ground in the rear of the battery, then a portfire, 8 inches in length, proved to burn two minutes, was ignited several yards away from the powder and carried carefully and laid to the train. Previous to doing so, all the men in the close vicinity were sent away except the quarter gunner and myself. After placing the portfire we retired about 200 yards and awaited the result, which was entirely satisfactory, as the elapsed time between placing the portfire and the explosion exceeded two minutes.

Had the wind been blowing at the time other precautions would have been necessary. For instance, substituting damp powder for the train instead of dry. Such, however, was not the case, as a calm prevailed throughout the day. After destroying the bombproof, or magazine, I commenced digging under the timber composing the facings of the curtain and embrasures. This was very slow work, as we had only common coal scoops to dig with, and before the holes were sufficiently deep to confine the powder properly the men had become fatigued and thirsty; accordingly one-half were sent on board the vessel to get their dinner while the others remained at work. I went on board soon after the men, to get them back as soon as possible to their work. While on board waiting for the men, Mr. C. F. Whall, master's mate, asked permission to try his hand at blasting, as he had done work of the kind before. After giving him orders to use long trains and half portfires, and admonishing him to be careful in every way, I sent him ashore and waited to take the next relief of men myself. Had the orders given to him been carried out, the lamentable accident I have now to report would not have occurred. While the second relief of men were going on shore, Captain Colhoun, of the U. S. S. *Hunchback*, came down the river in a boat and went to the fort with me, gave directions in regard to burning platforms, etc., left two of his men to assist, and went himself to destroy a bridge located about 1 mile in rear of the battery. After Captain Colhoun left I inspected the men at their work and found them carrying it on properly. I then commenced carrying out the orders of Captain Colhoun; that is, to burn the western section of the battery. We had got the fires built on each side of the platforms, when I heard the quarter gunner cry out "fire," which was the signal for all hands to leave; but as the men with me were protected by an angle of breastwork connecting the two sections of the battery we remained, while the others retired. Several minutes elapsed after the signal was given, when the mine exploded, scattering fragments of timber in all directions. Supposing all was right, as they were secured from view by the projecting angle before mentioned, I kept on with my work. Soon one of the miners rushed toward me exclaiming, "Mr. Whall is dead." Going to the scene of action, I found Mr. Whall lying about 20 yards from the battery, with a deep wound in his face, entirely insensible. He died about an hour and a half after the accident. Frederick Perkins, quarter gunner, informs me that he was standing by the side of the mine when it

exploded; he is badly, but I trust not dangerously, wounded. He says that Mr. Whall ordered him to use quarter portfires with no train attached, as the way they had been working took too long to explode.

So long as they worked according to orders no accident happened. I left the battery partially destroyed in order to procure immediate surgical aid for my men, and arrived at Hamilton at 4 p. m.

I will add that this accident leaves the vessel entirely destitute of watch officers.

I have the honor to be, sir, very respectfully, your obedient servant,
FRANCIS S. WELLS,
Acting Master, Commanding.

Commander H. K. DAVENPORT,
Senior Officer in Sounds of North Carolina.

Abstract log of the U. S. S. Commodore Perry.

November 4, 1862.—Up Roanoke River. At 11 a. m. shelled the woods with the *Valley City*; 11:30 passed Rainbow Bluff battery, which was in possession of our troops. At 1 p. m. made fast to the wharf at Hamilton. At 3 landed howitzer and crew with four days' rations and 180 rounds of ammunition.

Report of Commander Clitz, U. S. Navy, regarding the capture of the English schooner Pathfinder.

U. S. GUNBOAT PENOBSCOT,
Off Shallotte Inlet, North Carolina, November 3, 1862.

SIR: I have to inform you that on yesterday (November 2) at 10:45 a. m. discovered a sail to the westward, close in with the land; slipped the cable and immediately started in chase. At 11 o'clock made the sail out to be a schooner. At 11:30, it being calm, she got out boats ahead and commenced towing in toward the coast. At about meridian opened fire upon her with our rifle gun at long range, closed in with her, continuing to fire, drove her crew on shore, dispatched two boats in charge of Acting Ensign H. D. Edwards to board her. She proved to be the English schooner *Pathfinder*, of Nassau, New Providence, abandoned, and loaded with salt, boots and shoes, olive oil, liquors, cutlery, etc., ashore about 2 miles to the westward of Little River Inlet, North Carolina. The tide flowing, dispatched the third boat, in charge of our pilot, Mr. J. W. Taylor, with extra men and a hawser, to get afloat if possible the said schooner; but after working at her until 6 o'clock p. m. under great difficulties, upsetting two boats and nearly drowning several of the men, the tide ebbing and the surf increasing, with no prospect of getting her afloat, gave orders to set her on fire, which was accordingly done at 6:20 p. m., every preparation having been made for that event early in the afternoon. At 10 p. m., after having seen the vessel effectually destroyed, got underway and took a position between Little River and Shallotte inlets.

I enclose you all the papers that were found belonging to the prize, and these were picked up on the beach in a damaged condition.

I have on board, subject to your order, an English flag, a quadrant, and a timepiece.

I have the honor to be, sir, very respectfully, your obedient servant,
J. M. B. CLITZ,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, regarding the works at Wormley's Creek and the property saved from the Alleghanian.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 3, 1862.

SIR: Your two communications of November 1 are received. The readiest way to destroy the work at Wormley's Creek is to burn out or blow up the two bombproof magazines and to burn all the platforms and wooden work for mounting guns; but take care not to leave General Keyes when he may be in need of your aid. Consult him before leaving Yorktown. If the *Crusader* can not conveniently keep the property saved from the *Alleghanian*, as I suppose she may until the owners call for it, try and get from General Keyes a convenient and safe place to land and store it at Yorktown. I have sent the list to the Department. Let Captain Andrews send a duplicate to the owners or consignees. Do not call the *Crusader* off for this purpose. She should not allow any vessels to anchor on the Virginia side of the bay. I propose to publish such a notice to mariners.

Very respectfully, your obedient servant,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander F. A. PARKER, U. S. Navy,
Commanding U. S. S. *Mahaska*, York River, Virginia.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the steamer 290 (C. S. S. Alabama).

NAVY DEPARTMENT, November 3, 1862.

SIR: The Department has information that the 290 was seen on the 29th October in latitude 39, longitude 69, steering northwest with wind south.

Advise such of your vessels as may leave the roads.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant at Fort Macon, in view of the reported presence of the steamer 290 (C. S. S. Alabama).

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 4, 1862.

SIR: I have official information that the rebel gunboat 290 is on the coast. She or other armed rebel vessels may attempt to enter the port of Beaufort to capture or destroy the public property there. I will immediately notify the blockading vessels off Wilmington before entering Beaufort to stop at the buoy, about half or three-quarters of a mile below Fort Macon, and to communicate with you by boat and make known their character to you.

I am, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
COMMANDANT AT FORT MACON.

Order of Acting Rear-Admiral Lee, U. S. Navy, to senior officers at New Berne and Plymouth, N. C., regarding the steamer 290 (C. S. S. Alabama).

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 4, 1862.

SIR: I have official information that the rebel gunboat No. 290 is on the coast. She may have consorts. Notify the vessels under my command in the sounds of this, and promptly give the intelligence to General Foster.

Very respectfully, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

SENIOR OFFICER AT NEW BERNE, N. C.

Duplicates sent to senior officer, Plymouth, N. C., and Commander Parker, York River.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, in view of the reported presence of the steamer 290 (C. S. S. Alabama).

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 4, 1862.

SIR: I have official information that the rebel gunboat No. 290 is on the coast. She may have consorts. Promptly notify all commanding officers off Wilmington of this fact. I send herewith a rough draft taken from a photograph of the 290, or *Alabama*. I have informed the commanding officer at Fort Macon that all the blockading vessels off Wilmington, before entering Beaufort, will stop at the buoy, one-half or three-fourths of a mile below the fort, communicate by boat with the fort, and make known their character. Instruct commanding officers accordingly. The *Victoria* will leave for Wilmington for blockade duty in a few days. You will keep one vessel blockading the inlets, especially New Topsail Inlet, and coast between Cape Lookout and Cape Fear, and another between Cape Fear and the southern boundary of North Carolina, at Little River Inlet, and including especially Shalotte Inlet. I enclose a copy of Lieutenant Cushing's report* about the large trade carried on with Wilmington through New Topsail Inlet.

Very respectfully, your obedient servant,

S. P. LEE,

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander G. H. SCOTT, U. S. Navy,

Commanding U. S. S. Maratanza, off Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding information regarding the construction of a floating battery or fire raft at Tarboro, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 4, 1862.

SIR: I have the honor to state that Acting Lieutenant R. T. Renshaw, commanding the *Louisiana*, at Washington, N. C., reports as follows to Commander Davenport, under date of October 21:

I have every reason to believe that something in the way of a floating battery or fire ship is building up this river near Tarboro. From what I hear with regard to

* See page 151.

the character of the vessel, the drawings you have sent me correspond with the information received. This machine has been in the course of construction about three weeks, but I think by the time she is finished we will be well prepared for her.

Our first trial to blow up a vessel will take place about Saturday next; if successful, all right.

The drawings above alluded to are copies of those sent to me by the Department October 4.

The order from the Department of October 13 to Midshipman Benjamin H. Porter, to proceed to Washington and report to the Department, did not reach New Berne until some days after Mr. Porter had left, under a previous order from myself to proceed to Newport, R. I., for his examination. He left here for that purpose October 26, with directions, after recruiting his health, to return and report to me. I to-day communicated to him at Newport the directions of the Department, retaining the original order should he return here.

Second Assistant Engineer Lay and Third Assistant Engineer Daniels, detached from the *Louisiana* on the 8th by the Department, have been detained at Washington, N. C., the former by Acting Lieutenant Renshaw to complete some explosive machines of his invention, the latter by ill health being confined to the hospital. I have directed that Mr. Lay be allowed to obey his orders at once and report for duty on board the *Montauk*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Capture of the British bark Sophia, November 4, 1862, by the U. S. steamers Mount Vernon and Daylight, and the loss of three officers and eighteen men.

Report of Commander Scott, U. S. Navy, transmitting reports regarding the capture.

U. S. S. MARATANZA,

Off Cape Fear River, North Carolina, November 6, 1862.

SIR: I have the honor herewith to transmit reports from the commanders of the *Daylight* and *Mount Vernon*, and one from Acting Master's Mate A. E. Barnett, regarding the capture and destruction of the English bark *Sophia* and the loss or capture of three officers, three boats, and eighteen men.

I also enclose a copy of a letter from Commander William A. Parker for your information.

Lieutenant-Commander Arnold, who is about to sail for Hampton Roads, informs me that he can spare the services of Acting Master Charles E. Jack and Ensign William H. Brice. I have, therefore, in consequence of the several deficiencies on board the vessels, ordered Mr. Jack to the *Mount Vernon* and Mr. Brice to the *Daylight*, which I hope will meet your approval, as it was deemed necessary for the interest of the service.

Very respectfully, your obedient servant,

G. H. SCOTT,
Senior Officer.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., November 5, 1862.

SIR: In compliance with your orders conveyed to me by the signal at 10 a. m. on the 4th instant, I proceeded to chase a strange sail bearing N. by E. At 11 a. m. a steamer, which afterwards proved to be the U. S. S. *Daylight*, was discovered right ahead, firing at a bark aground on the beach, about 2½ miles to the westward of Masonboro Inlet. I immediately beat to quarters and cleared the ship for action. At 12 noon we commenced firing on the bark with the 100-pounder Parrott rifle, but I soon discovered that she was an unarmed vessel and so fast aground that it would be impossible to get her off. I then directed Acting Master Warren, commanding the *Daylight*, to cease firing. I then sent Acting Ensign O. L. S. Roberts with five men in the third cutter, and Acting Master's Mate Ernest Hodder with five men in the gig, with combustible materials to set fire to the bark. After performing this service effectually, for she was soon enveloped in flames, both boats returned to the ship, bringing with them five prisoners from the bark, one of them the mate, who states that the bark was called the *Sophia*, of Liverpool, England, James Forbes, master, and bound from Nassau to Baltimore, with a cargo of salt, saltpeter, soda ash, three brass rifle fieldpieces, gun carriages, trucks, etc. He also states that the bark had run the blockade twice previous to this attempt, at Wilmington, N. C.

Acting Master Warren, of the *Daylight*, now hailed me and requested me to lend assistance to get off two of his boats which were on the beach. I complied immediately, and sent the same two boats, under command of the same two officers, with 150 fathoms of small line.

The third cutter, under command of Acting Ensign Roberts, got into the surf, capsized, and was washed on shore. The officer in command of the gig, after waiting an hour, and finding the surf too heavy for him to land, returned to this vessel and reported that the third cutter could not be got off through the surf.

During the whole of this time the *Daylight* and this vessel kept up a constant fire on the woods, on both sides of the boats, to prevent the enemy from molesting our men while they endeavored to launch their boats. Darkness overtook us, and, finding further efforts fruitless, I steamed back to communicate with you off New Inlet.

At 8 p. m. I anchored, the wind increasing. At 4 a. m. this morning I received from the U. S. S. *Cambridge*, under your command, a life boat, with two coils of small line, and returned again to the beach near the wreck, but nothing could be seen of the missing men.

The enemy had, in the meantime, erected a battery behind a sand hill and opened fire on us.

At 8 a. m. I returned to this anchorage, and submit the above report.

The following is a list of the names of the men missing from this ship: Acting Ensign O. L. S. Roberts, Seaman Joseph Thompson, Seaman Henry Richardson, Seaman Michael Houlehan, Seaman John Moore, Landsman George Thompson.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander W. A. PARKER, U. S. Navy,

Comdg. U. S. S. Cambridge, Senior Officer off Wilmington, N. C.

U. S. S. DAYLIGHT, *November 5, 1862.*

SIR: On the 4th instant, at 11 a. m., by your orders, in charge of the second cutter and six men, I left the steamer under cover of the broadside and pivot guns to burn a ship your guns had forced on the beach among the breakers. With some difficulty I succeeded, with two men, in boarding the English ship *Sophia*, of Liverpool; my remaining force I left in the boat to prevent its being stove. On boarding I found three men on board. I asked for the captain and what they were doing there with their vessel. The spokesman said the captain was drowned while attempting to get ashore, and there was no use in denying that they were attempting to evade the blockade and were forced, by the vessel under your command, to run among the breakers. I found, on boarding, the main and mizzen masts gone by the board, and shrouds and backstays to the foremast cut. I at once gave orders to stave some casks containing coal oil and prepare everything to fire ship, while I should make a more thorough search of the ship. At that moment my attention was attracted by a signal from some of her crew on shore to a body of armed men on the opposite side of the sound. I at once ordered Acting Assistant Paymaster Clark, who was approaching the vessel with the first cutter, to remain outside of the breakers and cover me with his rifles while I should fire the ship, as there were armed men approaching from the other side, but he continued on and attempted to get alongside the ship, when he, with his boat's crew, was carried ashore among the breakers. I at once procured a life buoy and attached a line to it. One of my crew succeeded in reaching the shore in safety with it. As the enemy were rapidly approaching, and the surf beating against the ship rendered unsafe for me to attempt to do anything alongside, I made fast the line to the ship and ordered my men in the boat to cover Mr. Clark and crew while launching with my rifles. I succeeded in reaching the outer edge of the breakers and covered his successful launch, but was carried back again among the breakers. Acting Ensign Peakes coming to our assistance in the whaleboat with a kedge anchor and line, I came on board and received orders to take a kedge anchor and line and assist Mr. Peakes to save the men on shore and then go on board the *Sophia* and make complete her destruction while Mr. Peakes should get off the boats. As the first cutter had not been stove, I at once returned to the breakers. Mr. Peakes took my line and went ashore in the whaleboat, while I remained in the outer edge of the breakers to receive the first cutter's crew, but for some reason they did not come, so I ordered my men to pull into the breakers to see what was the cause. I remained among the breakers for the second time until one man and his oar was washed out of the boat. I rescued the man, and having but three oars left, and my men being exhausted, I ordered them to give way to the ship. By you I was ordered to go to the U. S. S. *Mount Vernon*, which had been engaged in firing the ship, to get them to send their boats and to return on board, which I did about an hour before sundown, after leaving my anchor for the use of the *Mount Vernon's* boats.

Frank McQuade, the man that went ashore with the life buoy, is among the absent.

I am, sir, respectfully, etc.,

ALBERT E. BARNETT,

Acting Master's Mate, on board U. S. S. Daylight.

J. D. WARREN,

Acting Master, Commanding U. S. S. Daylight.

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, November 5, 1862.

SIR: Your communication of 3d instant has been received, and I shall leave this station to-morrow morning for Beaufort at daylight to fill up with coal.

I think it important that the *Mystic* should remain on this side till the *Monticello* or this vessel can return, as I think it will be better for a navy officer to be present, for obvious reasons.

Yesterday the *Mount Vernon* and the *Daylight* burned a large English bark about 4 miles to the south and west of Masonboro Inlet, and the *Daylight* lost two boats with Acting Assistant Paymaster Clark and Ensign Thomas M. Peakes and thirteen men.

The *Mount Vernon* lost one boat, with Ensign O. I. S. Roberts and five men.

Total loss, 3 boats, 3 officers, and 18 men.

The duty seems to have been unskillfully performed, as I do not see the necessity of losing the boats, especially as no resistance was offered from the shore. These officers and men are now detained as prisoners on shore by the enemy.

The *Mount Vernon* took off the bark the mate and five men of her crew, the captain having escaped on shore in a boat with the ship's papers. She is said to be loaded with salt, saltpeter, and arms and other cargo. I presume these men should be sent to Hampton Roads in the *Mystic*.

The mate of the bark says they met the steamer *Kate* at sea, but refused to state where or when, so that this statement may be false.

I think it will be impossible for the vessels to take their regular turns with only one at a time at Beaufort, as some carry more coal than others and also expend more; in fact, the expenditure entirely depends on the amount of cruising to be done by each vessel.

I would beg leave to state that, in my opinion, we have not a sufficient [number] of swift steamers on this side to maintain the blockade efficiently; there are several important inlets to the northward which should be guarded, and we expect many steamers and other vessels to arrive soon.

Captain Trathen, of the *Mount Vernon*, says his vessel is crank, owing to the quantity of ballast being insufficient to steady her, and is anxious to fill up coal as soon as he can be spared from the blockade.

The bark *Sophia* was burned to the water's edge, but some of the cargo will probably be saved. I sent the *Mount Vernon* this morning with one of our boats to endeavor to rescue the boats and prisoners on shore; but the enemy have placed rifled fieldpieces of long range, so that Acting Lieutenant Commanding Trathen did not think it prudent to make any further efforts. I herewith forward their reports. As the *Mystic* will go direct to Hampton Roads, letters sent by her will reach the admiral before they would reach him if sent by the *Cambridge*, and therefore I presume you will not require me to wait any longer than to-morrow morning; there will still be time, however, to receive any communication from you by the *Mystic*, should you have any to send.

Respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Commander G. H. SCOTT,
Senior Officer.

P. S.—A flag of truce has just come off from the fort to get the effects of the prisoners which were taken yesterday, and I have sent them ashore; they have been well treated.

U. S. S. DAYLIGHT,
Off New Inlet, November 5, 1862.

SIR: I have the honor to report that yesterday morning while running down the coast at 8:45 a. m. I discovered a British bark lying at anchor near Masonville [Masonboro]. Stood for her, when she made sail and stood for the beach, which she struck at 9:20 a. m., and soon broached to and her main and mizzen masts went over. At 9:30 a. m. I opened fire upon her. At 11 a. m. manned and armed the first and second cutters and sent them, under the charge of Acting Master's Mate Albert E. Barnett, with orders to board her, bring off all papers that he might find, and set her on fire. At 11:30 I sent the whaleboat, under charge of Acting Ensign Thomas M. Peakes, to the assistance of the other boats. About 12 m. Mr. Barnett came off and reported that he had boarded the English bark *Sophia*, of Liverpool, from Nassau, New Providence, bound to run the blockade. See Mr. Barnett's report herewith enclosed.

We furnished Mr. Barnett's boat with one small anchor and about 200 fathoms of line and the deep-sea lead line, and sent him again to the assistance of the other boats.

Mr. Peakes returned with the whaleboat and reported that he thought he could get the boat and men off with an anchor and lines. They were immediately furnished to him, and he was sent back with orders to rescue the men if possible, but not to go into the surf with his boat. He did, however, go into the surf, and was washed on shore. The U. S. S. *Mount Vernon*, being within signal distance, coming up, I signaled 1.3.0. and then 1.3.6., which was done. She sent two boats to the assistance of the others. As the boats passed I hailed the nearest one and requested them to set the ship on fire, if possible, but to try and rescue my people that were on shore. They set the ship on fire, and one of their boats went on shore. We continued all this time firing at squads of armed men as they approached from different quarters. We kept underway most of the time, and as near the beach as possible, holding it entirely under our fire. This state of things continued until dark, we using every exertion to protect and save our men. There being at this time five boats on the beach, and all apparently uninjured, two from the English ship, two from this ship, and one from the *Mount Vernon*, with two small anchors, and, in all, about 400 fathoms of small rope and 60 fathoms of deep-sea lead line from this ship, I stood off and anchored. I then consulted with Acting Volunteer Lieutenant Trathen, commanding the U. S. S. *Mount Vernon*, what further action we should take. It was concluded that I should remain and he should go down and report to you what had been done, and ask for instructions, and, if possible, procure another boat. At daylight this morning the *Mount Vernon* returned with another boat, spare ropes, etc. We then stood in for the beach, and the enemy opened fire upon us with what appeared to be rifled fieldpieces, overshooting us several times. Not seeing anything of our boats or people, we hauled off again and stood down the coast.

I have to report the loss of the first cutter and whaleboat, two small anchors, about 400 fathoms [of small rope], 60 fathoms of deep-sea lead line, and the following officers and men left on shore, viz:

Allan J. Clark, acting assistant paymaster; Thomas M. Peakes, acting ensign; Robert Roberts, coxswain; James McGregor, Isaac Whitby, James Kelly, ordinary seamen; John Phalon, John Kearney, Peter Haggerty, Henry Wright, Francis McQuade, John M. Murphy, Michael Coyne, Henry F. Duffin, landsmen, and Andrew Newman, first-class fireman.

I have also expended the following ammunition, viz:

Of 32-pounder shells, 15-second, 22; of 32-pounder shells, 10-second, 24; of Parrott rifle 30-pounder shells, 52; solid shot, 32-pounders, 34; Howitzer shells, 3.

The bark and cargo, consisting of kerosene oil, saltpeter, salt, small arms, large guns, and ammunition (so reported by the men on board), were totally destroyed.

Very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

Commander WILLIAM A. PARKER,
Comdg. U. S. S. Cambridge, off New Inlet, North Carolina.

Report of Acting Assistant Paymaster Clark, U. S. Navy.

WASHINGTON, D. C., *November 25, 1862.*

SIR: I most respectfully beg leave to report myself a paroled prisoner of war and awaiting my exchange.

I was attached to the U. S. S. *Daylight*, and was captured by the Confederate forces off Masonboro Inlet, North Carolina, while attempting to carry out the orders of Captain Warren.

I herewith transmit a list of the crews captured with me, and who are paroled and awaiting your orders at the parole camp, Annapolis, Md.:
Seamen.—Robert Roberts, James Kelly, James McGregor, Isaac Whitby.

Landsmen.—Michael Coyne, John [M.] Murphy, Francis McQuade, Andrew Newman, John Phalon, John Kearney, Peter Haggerty, Henry Wright, Henry [F.] Duffin.

My address is care Messrs. Bass & Clark, Box 2244, P. O., New York City.

Respectfully, your obedient servant,

ALLAN J. CLARK,
Acting Assistant Paymaster, U. S. Navy.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Acting Ensign Peakes, U. S. Navy, U. S. S. *Daylight*.

EDGARTOWN, [MASS.], *December 2, 1862.*

SIR: I most respectfully beg leave to report to you some of the circumstances attending the capture of myself and fourteen others attached to U. S. S. *Daylight*, near Masonboro Inlet, coast of North Carolina, on the morning of the 4th of last month. A bark was discovered lying at anchor near the beach; we immediately headed for her, and as soon as they saw us they slipped their chains and ran her on shore. As soon as we got her within range of our guns we commenced firing upon her, and continued to fire for about one hour, although she was an unarmed vessel and completely in our power, with a white flag flying, and we could plainly see several men standing upon her cabin deck, which fact was several times reported to our commander, J. D. Warren, to which he replied, "It is too late now, fire away." Two boats were finally sent to take the men from the wreck and set her on fire, one in charge of Acting Master's Mate Barnett, the other in charge of A. J. Clark, pay-

master. In the attempt to board the wreck the boat in charge of Mr. Clark was swamped and thrown upon the beach by the surf. The third boat was then dispatched to rescue the men from the shore, which boat was placed in my charge. After trying for some time to drift a line on shore by the use of floats, owing to the strength of the current it was found to be impracticable. An anchor was then dropped upon the outside of the surf and the boat proceeded on shore with the line, but the anchor not being of sufficient weight could not haul our boats through the surf by it. Two boats were then sent to our assistance from the U. S. S. *Mount Vernon*, one of which dropped an anchor and landed as we had previously done, but the anchor being too light could not haul our boats off by it. A number of trials was then made to launch our boats, but each time they were swamped and it was abandoned. For two hours after it was daylight, and the *Mount Vernon* and *Daylight* lay at their anchors without making an attempt to rescue us. At about 8 p. m. we were captured by a company of cavalry, a company of infantry, and a company of artillery and carried to Fort Fisher. The next day after a letter was received by General Rains from citizens of Wilmington requesting him to hang the three officers in his power for firing upon a white flag. A few days after, in passing through Wilmington, the captain of the guard in whose charge we were placed was waited upon with the same request and the same reason assigned, but he refused their modest request. Hoping you will see fit to enquire into the circumstances,

I remain, respectfully, your obedient servant,

THOS. M. PEAKES,
Acting Ensign, U. S. Navy.

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

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, of the capture of an unknown schooner, November 5, 1862.

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, November 20, 1862.

SIR: * * *^a During the whole of this day (5th) [November] the wind and sea were gradually increasing, and on the 6th instant it was blowing a heavy gale from northeast, accompanied with a very heavy sea. On the morning of this day this ship and the *Daylight* stood to the northward, and on approaching the place where we had destroyed the bark, we discovered another bark and a schooner close under the land, but upon seeing us they ran them ashore in the same place and in a short time they were totally destroyed by the heavy surf setting on the beach.

On the 20th instant, while standing to the southward, I made a vessel bearing E. S. E. In a short time after I commenced to steer for her I discovered that the vessel was a schooner without any sail set. In about a half hour I came up with her and discovered that there was no one on board. I sent a boat under command of one of the officers, who reports that she was a schooner partially burned and water-

^a Matter omitted same as report of November 5, 1862. See p. 194.

logged, loaded with rosin. No clue could be found by which to identify her. I did everything possible to destroy and render her useless.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander W. A. PARKER, U. S. Navy,
Senior Officer Off New Inlet, North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant Cushing, U. S. Navy, regarding affairs in Bogue Inlet.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, November 5, 1862.

SIR: I transmit herewith a copy of a very interesting report * from Lieutenant Cushing, commanding the light-draft gunboat *Ellis*, sent down the coast in obedience to orders of mine of the 22d and 30th ultimo, to enquire about illegal trade and keep the blockade of Bogue Inlet, to which the *Ellis* went by sea from Beaufort.

At Beaufort Lieutenant Cushing heard that trade was carried on at New Topsail Inlet, which is 12 miles from Wilmington by a good road, and where, after blockading Bogue Inlet for ten days, he went and discovered the *Adelaide*. Lieutenant Cushing deserves much credit for his enterprise on this occasion.

I have now, since the blockade has been reenforced off Wilmington, required a steamer to be detailed to watch this inlet and the coast above Wilmington, and another steamer to watch Shallotte Inlet and the coast below Wilmington.

The earnest orders I have given, and the measures taken, will, I hope, secure a complete blockade of the seacoast within the limits of my command.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam, to proceed to blockade duty in Chesapeake Bay.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 6, 1862.

SIR: As soon as your repairs are completed you will report the fact by letter to Captain Turner, commanding U. S. S. *New Ironsides*, or to the senior officer present, and proceed to Yorktown, Va., with the U. S. S. *General Putnam* under your command, taking in tow two launches or cutters from the navy yard at Norfolk, for which purpose you will report to Commodore Livingston, commanding the navy yard.

* See p. 151.

On your arrival at Yorktown you will report to Commander F. A. Parker, commanding U. S. S. *Mahaska*, for duty in maintaining a strict and vigorous blockade of the coast between Fortress Monroe and the south side of the Piankatank River.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Master W. J. HOTCHKISS, U. S. Navy,
Comdg. U. S. S. General Putnam, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, to proceed at once to duty in the sounds of North Carolina.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 6, 1862.

SIR: As soon as your repairs are completed and your battery fitted you will at once report the fact by letter to Captain Thomas Turner, commanding U. S. S. *New Ironsides*, or to the senior officer present, and having taken on board all necessary ordnance stores and got ready for sea, you will proceed to Plymouth, N. C., with the U. S. S. *Southfield* under your command, by way of Hatteras Inlet, and report in person to Lieutenant-Commander Flusser, or the senior officer in Albemarle Sound, for duty, and by letter to Commander Davenport. The utmost dispatch is necessary. There is urgent need for your services in that quarter.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Volunteer Lieutenant C. F. W. BEHM, U. S. Navy,
Commanding U. S. S. Southfield, Norfolk, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, to proceed to duty in Albemarle Sound.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 6, 1862.

SIR: As soon as you are ready for sea you will, in person, report the fact to me and then proceed, selecting your weather, to Plymouth, N. C., via Hatteras Inlet, with the U. S. S. *Miami* under your command. On your arrival there you will report to the senior officer present, in person, for duty in Albemarle Sound, and by letter to Commander Davenport at New Berne. I will accompany the *Miami* in the *Chocura* to Hatteras Inlet, and thence go in the *Miami* to Plymouth.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Lieutenant ROBERT TOWNSEND, U. S. Navy,
Commanding U. S. S. Miami, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Hooker, U. S. Navy, to proceed to duty off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 6, 1862.

SIR: As soon as your repairs are completed you will at once report the fact by letter to Captain Thomas Turner, commanding U. S. S. *New Ironsides*, or to the senior officer present, and with the least practicable delay will proceed off Wilmington and report to Commander Scott, commanding U. S. S. *Maratanza*, or to the senior officer present, for duty in maintaining a strict and rigid blockade of that port and neighboring coast.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Volunteer Lieutenant EDWARD HOOKER, U. S. Navy,
Commanding U. S. S. *Victoria*, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, to proceed to New Berne, N. C., for the transportation of ordnance stores.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 6, 1862.

SIR: Immediately on your return from the sounds you will report by letter to Captain Thomas Turner, commanding U. S. S. *New Ironsides*, or to the senior officer present, and take on board the *Delaware* without delay the balance of ordnance stores which the ordnance officer, Lieutenant-Commander Phenix, may have for the sounds, and proceed with her to New Berne, N. C., and report to Commander Davenport.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Volunteer Lieutenant A. P. FOSTER, U. S. Navy,
Commanding U. S. S. *Delaware*, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, regarding boarding nettings.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 6, 1862.

SIR: You will require the vessels on the blockade between the Piankatank and Fortress Monroe to keep their boarding nettings up when at anchor during the night and during fogs.

Commodore Livingston is fitting up at the Norfolk navy yard two launches or cutters for you, which the *General Putnam*, about to report to you for duty, will tow up. I think you can make good use of them in connection with the *Putnam* in disposing of the nice little navy which the rebels have in Mobjaek Bay, according to their reports to the crew of the *Alleghanian*, as communicated to me by Acting Master

Andrews. If you need for them other howitzers than the vessels on your blockade have, you can obtain them on requisitions from Lieutenant-Commander Phenix.

I have communicated to the Department the substance of your report relative to the destruction of the rebel works at West Point and Wormley's Creek. Your letters relative to Acting Master's Mates Trask and Black have been received.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander F. A. PARKER,

Commanding Mahaska, York River, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding alterations to ferryboats.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 6, 1862.

SIR: The alteration of the ferryboats to render them more efficient for river service, as proposed by Lieutenant-Commander Flusser and submitted in yours of the 17th ultimo, has been approved by the Department. The vessels must not be withdrawn from service, especially where they are needed, to undergo such alterations.

I desire you to have an ordnance vessel at New Berne and one at Plymouth, with such ordnance stores as are needed at each station.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,

Commanding U. S. S. Hetzel, New Berne, N. C.

Letter of Assistant Secretary Fox to Acting Rear-Admiral Lee, concerning miscellaneous matters.

Confidential and unofficial.] NAVY DEPARTMENT, *November 7, 1862.*

I have your several notes. First, about the sounds. The only craft we can give you at present is a fine double-end ferryboat, nearly ready at New York, under command of Saltonstall. By and by the *Monitor* or *Keokuk* may be spared to go in there.

The *Monitor* leaves here Saturday to join you. I think the *Passaic* will be around next week. If you believe these two vessels can go up to Wilmington (the forts can not hurt them), the *Passaic* can be retained at your service until more ironclads are ready, when all but the *Monitor* and *Galena* must go south. It would be a grand stroke to take a couple of steamers, tow these vessels down in good weather, and clean out Wilmington and its railroad connections.

Perhaps the forts would surrender if you got to the town. * * * Our Secretary will not yield unless the Treasury and War Departments take the responsibility of asking in writing the opening of traffic. I send by Commander Bankhead a chart ([scale] one ten-thousand) of

James River. It may be of service. * * * The blockade is becoming much better. Has Turner got a Charleston and Savannah pilot? Have any of the wrecking parties appeared in the roads?

G. V. Fox.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

The *Augusta*, Commander Parrott, is ordered from Philadelphia to Hampton Roads to await further orders. She is to convoy troops to the Gulf.

F[OX].

[Endorsement.]

Received November 30. Opened and returned from the sounds. Opened by Turner or Van Brunt.

Report of Acting Lieutenant Renshaw, U. S. Navy, of an expedition to Rose Bay and Greenville, N. C., November 8-9, 1862.

U. S. S. LOUISIANA,
Washington, N. C., November 8, 1862.

SIR: I have respectfully to inform you that I sent the howitzer belonging to this vessel with Acting Master's Mate McKeever and crew in one of the army transports to Rose Bay, [North Carolina], and took a very fine schooner belonging to David Tolson, who, I am told, is one of our enemies. Mr. David Tolson is said to be a rebel. Captain Brooks, of Washington, N. C., confirms it.

I have also to report to you that I sent Second Assistant Engineer John L. Lay and Assistant Paymaster Williams to take care of the wounded, and Gunner McDonald with twenty men, partly armed with Sharps rifles, up this river in the steamer *North State* to destroy, if possible, a vessel that is building above Greenville, [Tar River, North Carolina]. The steamer unfortunately grounded some 2 or 3 miles below Greenville, when the men were landed for the purpose of taking such horses and mules belonging to the enemy that could be found. They succeeded in capturing six horses and three mules, which I turned over to the army. Mr. Lay ascertained that Chief Engineer Quinn, formerly of our service, is superintending the building of two vessels at Tarboro, to be ironclad, one about 50 feet long. Mr. Latherswite, a member of the legislature of this State, gave the information.

I am, very respectfully, your obedient servant,

R. T. RENSHAW,
Acting Lieutenant, Commanding.

Commodore H. K. DAVENPORT,
Senior Officer, Sounds of North Carolina.

Unofficial report of Acting Lieutenant Renshaw, U. S. Navy, of the capture of Greenville, N. C.

[U. S. S.] LOUISIANA,
Washington, [N. C.], November 10, 1862.

MY DEAR DAVENPORT: As the colonel commanding this post was going to send the steamer *North State* up this river on Saturday last for forage, etc., I proposed to him to permit me to organize another

expedition to take Greenville under the charge of Mr. Lay, second assistant engineer, U. S. Navy. I have just time as the steamer *Curlew* is going to New Berne to tell you that the expedition has returned, after capturing the town of Greenville, taking a number of prisoners, and a lighter load of horses, mules, and wagons. One of the marine artillerymen was killed while landing with a flag of truce to demand the surrender of the town. I will make my report to you as soon as possible. The bridge was destroyed by our forces.

Yours, truly,

RENSHAW.

Report of Second Assistant Engineer Lay, U. S. Navy, of the surrender of Greenville, N. C., to the force under his command, November 9, 1862.

U. S. S. LOUISIANA,
Washington, N. C., November 11, 1862.

SIR: Agreeable to your order I left on the 8th instant at 4:30 p. m. for the purpose of taking Greenville, [N. C.], with the following forces: The steamer *North State*, mounting one 24-pounder howitzer and 6 men from the Marine Artillery; a launch with one 12-pounder howitzer and 17 men from the steamer *Chasseur*; a flatboat and 17 men of the First North Carolina Regiment, in charge of Lieutenant [John B.] McLane, and 14 men from this ship with a howitzer, in care of E. A. McDonald, gunner.

I arrived off the dock 1 mile from Greenville the following morning at 9 o'clock, and, as I could not take the steamer farther, owing to a sand bar, I transferred the men and guns to the flat and launch. When near the town a number of rebel cavalry were seen on the bridge; they left, however, on our approach. I immediately ordered Mr. McDonald to proceed with the launch and occupy such a position as would command the bridge. I landed with the remainder of the forces, bearing a flag of truce, and took possession of the town, which was surrendered by the Mayor. Soon after I heard several shots in the direction of the bridge, and feeling confident that an attack had been made on the launch, I brought the howitzer to bear on that point and fired several stands of grape, after which I returned to the boat, where I learned that one man had been killed. As they had disregarded a flag of truce, I deemed it advisable to destroy the bridge, and detailed Mr. McDonald with a party to proceed and fire it. On the return of the force I left, taking 10 prisoners with me. I was detained four hours on a sand bar and reached Yankee Hall, [Tar River], at 10 o'clock p. m., where I remained for the night, making such preparation for defense as I deemed necessary, for I had been informed that a force would attempt to cut us off as we passed Boyd's Ferry. I came by that point in safety and reached here at 2.30 p. m. on Tuesday, the 11th. I am pleased to say that through the exertions of Mr. McDonald, Lieutenant McLane, and Dr. Hunt the expedition has proved a success.

I am, with great respect, your obedient servant,

J. L. LAY,
Second Assistant Engineer, U. S. Navy.

Acting Lieutenant R. T. RENSCHAW,
U. S. S. Louisiana.

P. S.—The river is navigable for vessels drawing 5 or 6 feet of water as far as Yankee Hall (about 9 miles above Washington). From there

up a number of bars make, which, in order to pass, would require a vessel not drawing more than 4 feet. Three miles this side of Greenville is a bar extending from both sides of the river. I sounded the whole length and the greatest depth of water found was $3\frac{1}{2}$ feet. Above that is another bar, which I also sounded and found at the greatest depth 3 feet. At the lock 1 mile from town the water is very shoal and would not pass a boat drawing more than 2 feet. The banks are generally low and marshy. At Boyd's Ferry, on the port side passing up, the bank varies in height from 5 to 35 feet and extends about one-fourth of a mile, and as vessels in descending are compelled to approach that shore, affords an excellent protection to the enemy.

At Pactolus the banks vary from 5 to 15 feet in height, and extend a short distance on both sides. At Taft's Landing, 18 miles above Washington, the bank on the port side is very similar to that at Boyd's Ferry, and I should judge of about the same length. From there to Greenville the banks on both sides are alternately high and low, but in no place do they exceed 10 feet. Two miles this side of the town the bank on the port side will average 2 feet in height, varying very little either above or below that figure, and occasionally a small rise of land on the starboard hand.

The town is built on a rise of sand 50 or 60 feet above the water. The opposite side, however, is not over 8 or 10 feet in height, except where the bridge connects, and that has the appearance of having been filled in with earth and timbers, from what I could discern with a glass. Beyond the bridge I should infer that the land became more bold and bluff. I will also add that at no point could I discover a place where trees could be felled to obstruct navigation, and, in fact, there are very few large trees standing near the river.

[Telegram.]

FORT MONROE, *November 9, 1862.*

This vessel goes to sea this evening.

S. P. LEE,

Acting Rear-Admiral, U. S. S. Miami.

HON. GIDEON WELLES,

Secretary Navy.

Report of Lieutenant-Commander Babcock, U. S. Navy, transmitting information regarding the C. S. S. Richmond.

U. S. S. MORSE,

Off Newport News, Va., November 11, 1862.

SIR: By the direction of Acting Rear-Admiral S. P. Lee I have the honor to forward you the enclosed letter from John H. Burroughs, superintendent of Government shipyard at Norfolk.

By the Admiral's direction I also respectfully forward you the draft of the rebel steamer *Merrimack No. 2*.*

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

CHAS. A. BABCOCK,

Lieutenant-Commander, Commanding U. S. S. Morse.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*These drawings are substantially the same as the drawings shown in Series I, volume 7, pages 590 and 620.

[Enclosure.]

GOVERNMENT SHIPYARD,
Norfolk, November 10, 1862.

SIR: According to promise, I now proceed to give you the description of the ironclad steamer *Richmond*, of the rebel Navy, better known as the *Young Merrimack* or *Merrimack No. 2*. She was built in Gosport navy yard and is of the following dimensions: Length between perpendiculars, 150 feet; breadth of beam, molded, 32 feet; her depth from lower side of rabbet to knuckle or load line, 12 feet. She is built of good material and thoroughly fastened; her frame is 2 feet apart from center to center; sided to 8 inches, molded 10 inches at the heel and 6½ at the head; filled in solid between the frames with yellow pine, fore and aft; her wales are 5 inches thick; her bottom plank 4 inches. Her roof is built of yellow pine, oak, and iron; first yellow pine timber 13 inches deep, running up and down at an angle of 35 degrees; running fore and aft is a 5-inch thickness of yellow pine; running up and down a 4-inch thickness of oak plank; on that running fore and aft is a 2-inch thickness of iron; running up and down again is another 2-inch thickness of iron, making her altogether 26 inches thick. She is ironed 3½ feet below her load lines. The blocks in the drawing represent the plank and iron running fore and aft. She was originally intended to carry four guns, but after she was converted into a battery they talked of putting six upon her.

She was launched on Tuesday, the 6th of May, 1862, and was towed up to Richmond that night. I do not think that there has been any material alterations made in her since she left this place.

The above is about all that I know of the above-mentioned vessel. I being a suspicious character, there was no more information imparted to me than they could possibly help.

I am, with considerations of high esteem, etc., yours, most respectfully,

JOHN H. BURROUGHS,
Superintendent Government Shipyard.

Admiral S. P. LEE, U. S. Navy.

Report of Captain Turner, U. S. Navy, requesting instructions regarding the crew of the British bark Sophia.

U. S. S. NEW IRONSIDES,
Off Newport News, Va., November 11, 1862.

SIR: I have the honor to inform you that the steamer *Mystic* has brought up five of the crew of the British bark *Sophia*, destroyed by our forces on the coast of North Carolina. I desire to know what disposition shall be made of them.

Very respectfully, your obedient servant,

T. TURNER,
Captain and Senior Officer Present.

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

Report of Lieutenant-Commander Truxtun, U. S. Navy, requesting instructions regarding the abandoned schooner Racer.

U. S. GUNBOAT CHOCURA,
Beaufort, N. C., November 12, 1862.

SIR: I have to report to you that at 9:30 a. m. on the 11th instant a small, suspicious-looking schooner was discovered close in with the land, Cedar Inlet, North Carolina, bearing from her at the time W. by S., distant 4 miles.

On communicating with the schooner she was found to be the *Racer*, from Nassau, New Providence, in charge of James Finnigan (mate) and Martin Dunn (seaman), who had been put on board at 4 p. m. on the 9th instant by Captain William Munson, of the American schooner *Wilson Crawford*, from Philadelphia, with coal, bound to Beaufort, N. C.

The men stated that the *Wilson Crawford* fell in with the *Racer* in latitude 34° 47' N., longitude (about) 75° W., on the 9th instant, entirely abandoned, and they accordingly took charge of her and were making the best of their way to the nearest port.

All the charts and instruments, excepting two compasses, had been removed; also all private property and the greater portion of the cargo. No papers of any kind were found on board, nor any circumstances discovered that would account for her condition. The day's work for November 3 was found on the cabin floor.

As the vessel was without a mainsail and the men short of water, I took her in tow and brought her to this port, where she now lies awaiting your orders, as I have thought it best to keep her in charge until instructions as to her disposition shall be given the salvors by competent authority. The *Wilson Crawford* is now in this harbor.

At the time the *Racer* was abandoned the mainsail, balanced reefed, had evidently been left set, as its remains were still standing; the rest of the sails were furled.

At present she has on board 127 bags salt and a few minor articles. I enclose you a list* of her cargo and stores at the present time.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Captain Turner, U. S. Navy, to commanding officers of tugboats in James River, enjoining vigilance against the proposed seizure by the Confederates of the United States picket boat in that river.

U. S. STEAM FRIGATE NEW IRONSIDES,
Newport News, November 12, 1862.

SIR: There is reason to suppose that the enemy is preparing an expedition to get possession of our picket boat in the James River at night. That expedition will probably consist of armed launches sent down close inshore in the darkness of the night until they get abreast of you.

It is possible that it may be made to cooperate with one or more of the gunboats coming down the river; you can not be too vigilant.

* Not necessary to publish.

Enjoin upon the officers and men upon the lookout to be constantly on the watch for them. Should it appear to be a force too large for you to engage, make your escape immediately down the river; if it should be simply launches, with the vessel underway, you may be able to destroy them with your howitzers, but run no risks whatever.

Very respectfully,

T. TURNER,

Captain and Senior Officer Present.

CAPTAIN OF THE STEAM TUGBOAT YOUNG AMERICA.

(The same communication sent to the captains of the steam tugs *Alert* and *Cohasset*.)

Order of Commander Scott, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, to proceed to Shallotte Inlet.

U. S. S. MABATANZA,

Off Cape Fear River, North Carolina, November 13, 1862.

SIR: You will proceed with the *Monticello* to Shallotte Inlet and relieve Commander Macomb, of the *Genesee*, in blockading that inlet and the neighboring coast.

G. H. SCOTT,
Senior Officer.

Lieutenant-Commander D. L. BRAINE,
Commanding Monticello, off Cape Fear River, North Carolina.

Report of Captain Turner, U. S. Navy, forwarding documents of importance from the Department.

U. S. S. NEW IRONSIDES,

Off Newport News, Va., November 15, 1862.

SIR: I herewith enclose you copies of documents from the Navy Department of so much importance that I think they ought to be placed in your hands immediately.

As I am writing to you I will mention that the *Wyandotte* has cleared her propeller without the necessity of sending her to Baltimore.

There is nothing that I remember of sufficient importance to mention.

The *Southfield* will be ready in about eight days.

The *Monitor* has arrived.

Captain Rodgers has been superseded by Lieutenant-Commander Paulding. The *Morse* is repairing alongside of me, and will be ready in two days. Major-General Dix visited me the day before yesterday, with a telegram from the President, out of which I think new complications will arise, touching the blockade.

The "resurrectionists," I hear, are to begin at once on the *Cumberland*.

The *Mystic* has arrived, been condemned by a survey, and her case referred to the Secretary of the Navy; no answer has been received yet.

You left me no directions where to address you, therefore I must run the risk of your being found by this officer.

Your private letters I also send by a conveyance so direct, not knowing whether you wish it or not.

Immense numbers of troops under General Corcoran are collecting at Newport News for some expedition—I know not where.

We have stirring rumors about the *Merrimack*, said to be below Fort Darling.

I have various communications for you from the Secretary of the Navy; upon some of which of not much importance I have deferred action until your return.

I have kept a brief of everything of any importance that has occurred.

The Government has sent some twenty or thirty mechanics, who are working upon my ship in such a manner as not to impair her readiness for action at any moment.

No draft of men has as yet arrived here.

The *General Putnam* will be ready to proceed to York River in about two days.

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

T. TURNER,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

NAVY DEPARTMENT, *November 13, 1862.*

SIR: I herewith transmit for your information extracts from consular dispatches, received at the Department of State from various sources, in relation to the steamers *Herald* and *Hope*, ship *Susan G. Owens*, the *Harriet Pinkney*, and schooner *Melrose*, vessels supposed to be in the service of the rebels and suspected of a design to run the blockade.

I am, very respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral SAMUEL P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point, Va.

[Subenclosure.]

From dispatch of consul at Liverpool, dated October 8, 1862:

A steamer called the *Hope* entered and cleared from this port on the 4th instant for Alexandria, via Cardiff, in ballast. Her captain is O. Baker; consignors, J. C. Moses & Co. I have nothing positive about this vessel—that is, where she is bound—but there are some suspicious circumstances which lead me to believe she is bound south. I accordingly report her.

From dispatch of consul at Altona, [Prussia], dated October 4, 1862:

The ship *Susan G. Owens*, Captain J. J. Norton, flying British colors, is a Charleston vessel, metamorphosed by an English flag. She has been lying four weeks in the Elbe, off Altona part of the time, and has now left in ballast, taking an English pilot. * * * Captain Norton says his was the first ship which hoisted the rebel flag in Charleston Harbor at the time the rebels fired into Fort Sumter.

From dispatch of consul at Halifax, [Nova Scotia], dated October 24:

British fore-and-aft schooner *Melrose*, about 100 tons, cleared yesterday for Matamoras; general cargo; actual destination, I have no doubt, some blockaded port.

From dispatch of the consul at Bermuda, October 21, 1862:

The steamer *Herald*, Coxetter, arrived here on the 17th instant, four days from Charleston, with cotton. She brings twelve passengers, among which is Lieutenant Maury. I understand the *Herald* is to return soon to Charleston. There is now here nearly 4,000 tons of Cardiff coal for the use of the Southern steamers. The *Merrimac* and *Phoebe* have been seized here by orders from England and probably can not leave for some time. * * * The *Harriet Pinkney* is now in port here with her cargo on board. Coxetter advises them they can not get into Charleston. A passenger from Charleston in the *Herald* informs me the British steamer *Hero* was the only one in port when he left. She was loaded with cotton and had made several unsuccessful attempts to escape.

Report of Commander Davenport, U. S. Navy, regarding the disposition and service of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., November 15, 1862.

SIR: In obedience to your order of the 30th September, ultimo, I have the honor to submit the following report of the disposition of, and service performed by, the vessels under your command in the sounds of North Carolina from the 1st instant to date, viz:

The *Underwriter*, *Ceres*, *Whitehead*, and *Brinker* have been stationed off New Berne. The *Delaware* arrived during the period above named and still remains at anchor off the town.

On the 2d instant the *Hetzel*, *Commodore Perry*, *Hunchback*, and *Valley City* left Plymouth, N. C., on a reconnoissance up the Roanoke River. On the 5th instant they were joined at the barricade by the *Seymour*, and on the 6th instant at Hamilton by the *Lockwood*. They returned to Plymouth on the 9th instant. On the 10th instant the *Hunchback* and on the 12th instant the *Hetzel* left Plymouth for New Berne.

The *Seymour* during the period above named destroyed the rebel earthworks at Rainbow Bend, on the Roanoke, returned to Plymouth and towed the supply schooner to New Berne, and took coal schooner to Washington, N. C., towed coal schooner and prize schooner *Alice L. Webb* from Washington to New Berne.

The *Shawsheen* has been stationed off Plymouth. The *Louisiana* has remained at her station off Washington, N. C.

On or about the 10th instant the *Miami* entered the sounds and proceeded to Plymouth, thence to Washington, N. C., where she is at present. The *Ellis* has been cruising in Bogue Sound and off Bogue and New Topsail inlets. The *Granite* has been employed in blockading Ocracoke Inlet and cruising in Pamlico Sound.

The following is the disposition of the vessels under your command in these sounds at date, viz:

At New Berne, the *Hetzel*, *Underwriter*, *Delaware*, *Hunchback*, *Ceres*, *Whitehead*, *Seymour*, and *Brinker*.

At Plymouth, the *Commodore Perry*, *Valley City*, *Shawsheen*, and *Lockwood*.

At Washington, N. C., the *Miami* and *Louisiana*.

At Ocracoke Inlet, the sloop *Granite*.

At Bogue Inlet, the *Ellis*.

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

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Specific instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the affairs of his command.

U. S. S. HETZEL,

Off New Berne, N. C., November 16, 1862.

SIR: You will have the schooner from Wilmington, N. C., thoroughly surveyed. If she is found to be fit for service, have her appraised by competent and disinterested persons, take her into the naval service, and report the proceedings, in triplicate, to me.

2d. Ascertain how much three-eighths-inch boiler iron, and what length and breadth, is necessary to cover the pilot house of each vessel, and the aggregate quantity thereof.

3d. Ascertain how much of such iron is necessary to cover or side-screen the battery of the *Ellis*, *Seymour*, and *Shawsheen*, each, and the aggregate; also what carpenter work and what time it will take to do the work. Examine the *Ellis* first, that she may go on her mission.

4th. Ascertain if the *Seymour's* boiler can be repaired here, so as to justify sheathing her with iron.

5th. If practicable, have the smoke pipes arranged so as to hinge. If the *Delaware* goes on river service her masts may be unstepped.

6th. The gunboats should occupy positions, as far as may be practicable, where their decks at daylight or at the lifting of a fog may not be controlled by the musketry of the enemy, who should not be allowed an opportunity of keeping or driving our men from their guns.

It is desirable that the gunboats assisting in the defense of posts should also occupy enfilading positions and have room to work in. At all times have steam and battery ready for action, and be prepared to get underway immediately, day and night. Have boarding nettings with stout ridge rope so arranged as to trice up and not interfere with the guns and get on fire.

7th. Endeavor to obtain and keep a good set of pilots for the sounds and rivers.

8th. Transfer Acting Master Westervelt to the *Louisiana* and order a gunner in his stead to store the ordnance properly in the ordnance vessel, and keep up a supply of 300 or 400 rounds for each gun.

9th. Keep a bright lookout for, and use every precaution to guard against, torpedoes.

10th. Neither officers nor men must ever be out of their vessels after sunset.

11th. Each of the vessels may screen its battery with rifle screens, as far as her commanding and the senior officer may deem practicable.

12th. Endeavor to get two or three of the gunboats of the lightest draft screened, so as to be ready to cooperate with the army as soon as possible.

13th. Make a return to me of the name and rate of each officer on board of the different vessels, with their respective qualifications.

14th. The instructions of the military governor for inside trade not contraband of war with Beaufort will be respected until further orders from me. Governor Stanly says he has not given any permits to trade in salt.

15th. Keep an ample supply of coal and of ordnance stores on hand ready for an emergency. Have the ordnance supplies so assorted as to have an even supply for the large guns and an extra supply for the howitzers and the guns most fired.

16th. Notify Acting Lieutenant Renshaw not to put down any torpedoes until further orders, as in case of our needing to use that river they would be detrimental to us.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,
Commanding U. S. S. Hetzel.

The following articles are to be added to the foregoing, viz:

17th. Summary courts may be legally held by attaching officers temporarily to the vessel for that purpose.

18th. Send the *Whitehead* to Washington for her boiler and for improvement of battery, and to be cased over forward and after guns and around pilot house and engine room with three-eighths-inch iron, to resist bullets, so hinged as to work the guns and let army fieldpieces be received on board. Her 9-inch gun to be put on the *Hunchback* and all belonging to it. The *Whitehead* to get a 100-pounder pivot Parrott at Washington and a 24-pounder howitzer aft.

19th. Send the *Ceres* to report to me at Hampton Roads.

20th. Report the names, rates, and period of expiration of service of all the men whose time expires within the present and the two following months attached to United States naval vessels in the sounds.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,
Commanding U. S. S. Hetzel.

[These articles were transmitted to the proper officers of his command by Commander Davenport.]

Report of Acting Rear-Admiral Lee, U. S. Navy, concerning the granting of trading permits by the military governor of North Carolina.

U. S. S. HETZEL,

Off New Berne, N. C., November 17, 1862.

SIR: I find that vessels arriving at Beaufort from open Northern ports receive permits from Governor Stanly to enter the sounds of North Carolina by Hatteras Inlet when they draw too much water to come up Core Sound, and to bring their cargoes to New Berne, Washington, Plymouth, etc. After the vessels reach these ports, not yet open, loyal citizens have permits from Governor Stanly to trade within

our lines under certain military restrictions. These vessels return within the district of Beaufort with cargoes of cotton, turpentine, tar, etc., and clear from that point.

I desire to be informed by the Department if it considered these permits to enter by Hatteras Inlet or Core Sound, and also the permits to trade, proper or otherwise, under its instructions to me in respect to the blockade.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The Department will oblige me by addressing the answer to the above communication to Hampton Roads.

S. P. LEE,

Acting Rear-Admiral.

[Telegram.]

U. S. S. MAHASKA,

Yorktown, November 17, [1862].

The *Crusader* has broken down and will probably be unfit for service for two or three days. Please send a tug here to-night, to remain until the *General Putnam* arrives, so that she may cruise outside. I do not think it prudent to leave the river in the *Mahaska*. Will write fully to-night.

F. A. PARKER,

Commander.

Captain THOMAS TURNER,

Commanding U. S. S. Ironsides, Senior Officer, Newport News.

Boat expedition for the destruction of the British schooner J. W. Pindar, near Masonboro Inlet, and the loss by capture of three officers and ten men, November 17, 1862.

Report of Commander William A. Parker, U. S. Navy.

U. S. S. CAMBRIDGE,

Off New Inlet, North Carolina, November 17, 1862.

SIR: I have to report that at 8 o'clock this morning a schooner was observed near Masonboro Inlet. I immediately bore down upon her and fired my 30-pounder Parrott gun, at which the schooner ran ashore. A boat under the command of Acting Master W. H. Maies, with ten men, was sent to burn her, with instructions (as the surf was high) not to venture too near, and in case of doubt as to reaching the vessel safely to return. The boat, however, was swamped, yet the men with Mr. Maies reached the shore and fired the schooner, which is entirely destroyed.

Two other boats, with Acting Master's Mates H. W. Wells and W. C. Odiorne, were sent to communicate and, if possible, give relief. Mr. Wells swam ashore with a line, but it having parted Mr. Odiorne followed with it and landed.

Just at this juncture some thirty armed men came suddenly upon the party and all were taken prisoners.

I would recommend for favorable consideration Mr. Wells, for volunteering to take the line ashore through the heavy breakers, as also Mr. Odiorne for the same gallant act.

Under my loss I am obliged to ask for two acting masters, two master's mates, and ten seamen. I have been short an acting master for some time before my present loss.

Enclosed is a list of officers and men taken prisoners.

During my absence, while engaged in destroying the schooner, the *Daylight* drove the English bark upon the beach about one mile from the fort, where she is now hard and fast. Accompanying this is the report of the commander of the *Daylight*.

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

WM. A. PARKER,
Commander.

Commander G. H. SCOTT,
Senior Officer off Wilmington, N. C.

[Enclosure.]

List of officers and men of the U. S. S. Cambridge taken prisoners while firing a schooner near Masonboro Inlet, North Carolina, November 17, 1862.

William H. Maies, acting master.

H. W. Wells and W. C. Odiorne, acting master's mates.

H. C. Reed, seaman and quartermaster.

John Graham and Daniel Derocher, seamen and captains top.

George Lilly, William B. Frost, Hans DeBoar, Dick Haman, Thomas McGee, William Haley, seamen.

William Thomas, ordinary seaman.

Report of Acting Master Maies, U. S. Navy.

WASHINGTON, D. C., December 3, 1862.

HON. SIR: I respectfully make the following report concerning the capture of myself, Master's Mates Wells, Odiorne, and ten men, comprising petty officers and seamen, on the 17th November, 12 miles N. E. of Fort Fisher, N. C., while burning the British schooner *J. W. Pindar*, loaded with salt and attempting to run the blockade: On attempting to reach the schooner my boat was capsized, and with difficulty we reached the shore, but we effectually destroyed vessel and cargo. We made several unsuccessful attempts to gain our vessel, but failed. After remaining on the beach three hours, about twenty-five men of the Third North Carolina Cavalry came on us and made us prisoners. I made a report in detail to Commander Parker, of the vessel to which I was attached. I would also report that on the 21st November William B. Frost took the oath of allegiance to the Confederate Government at Petersburg, Va. Over I will give the names* of officers and men with their ratings.

Sir, I respectfully request leave of absence until I am exchanged. My address is 225 Broadway, Chelsea, Mass.

Very respectfully,

WM. H. MAIES,
Acting Master, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

* See preceding enclosure.

Report of Acting Master's Mate Wells, U. S. Navy, requesting leave of absence while under parole.

WASHINGTON, December 3, 1862.

SIR: Having been taken prisoner on the 17th of November, 12 miles to the northward of New Inlet, North Carolina, while on a boat expedition from the U. S. S. *Cambridge*, and having been paroled, I would respectfully ask a leave of absence, as I am here entirely without clothes or means of support.

Hoping my application will meet with your favorable consideration,
I am, sir, very respectfully, your obedient servant,

HENRY W. WELLS,
Acting Master's Mate, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Brigadier-General Whiting, U. S. Army, commanding defenses of Cape Fear River.

HEADQUARTERS,
Wilmington, N. C., November 19, 1862.

GENERAL: I have to-day sent over to Charleston three negroes belonging to Nassau, West Indies. They formed part of a crew of a small schooner which, loaded with salt, was endeavoring to run the blockade on Monday last, but, being cut off from Wrightsville Inlet, was beached.

The enemy sent a party on shore, of whom a lieutenant, two midshipmen, and ten sailors were captured by our pickets, together with the negroes, whom the enemy had taken. The captain of the vessel was also rescued. I think they should be placed at the disposal of the British consul.

They certainly were endeavoring to help us. I have therefore sent them over to Charleston, where there may be a chance for them to return to Nassau.

Very respectfully,

W. H. C. WHITING,
Brigadier-General, Commanding.

[Endorsement.]

HDQRS. DEPARTMENT OF SOUTH CAROLINA AND GEORGIA,
Charleston, S. C., November 20, 1862.

Cannot Messrs. John Fraser & Co. find employment for these negroes on their steamers?

Respectfully,

THOMAS JORDAN,
Chief of Staff.

Report of Acting Master Warren, U. S. Navy, commanding U. S. S. Daylight, of an unsuccessful expedition for the destruction of a British brig.

U. S. S. DAYLIGHT,
Off New Inlet, North Carolina, November 17, 1862.

SIR: I have to report that this morning soon after daylight, it being very foggy, we discovered a sail close in under Fort Fisher. We immediately steamed for her under a full head of steam. She was at this time

heading off the land toward us. At sight of us she tacked and made all sail (set studding sail), and ran for the channel and grounded near the fort. I ran in, manned and armed my two boats (second cutter and dingey), the only boats I have, put them in charge of Acting Ensign Brice and Acting Master's Mate Barnett, and sent them in to destroy the vessel if possible, while we went as far as the water would permit and tried to reach her with our rifled 30-pounder, but there was so much sea on that we could not hit her. The boats went in, but could not get to her for the heavy sea running over the bar. The boats were too small for such service.

The fort and battery on shore opened and kept up a brisk fire on us and the boats all the while, the shot falling but a few yards from us. The boats returned and we hauled off out of the range of the fort. The vessel was a small brig and had an English ensign flying.

Very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

Commander G. H. SCOTT,
Comdg. U. S. S. Maratanza, off Cape Fear River, North Carolina

Report of Lieutenant-Commander Flusser, U. S. Navy, transmitting report of an engagement near Winfield, N. C., November 17 and 18, 1862.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., November 22, 1862.

SIR: Enclosed I send you a report of Acting Volunteer Lieutenant Commanding Thomas J. Woodward, of the *Shawsheen*. I think our troops were frightened and saw more enemies than were there.

Reports have reached me that the enemy is again fighting at Rainbow Bluff, below Hamilton.

As soon as I can get the boats here I shall order a board to examine them and to report on their condition and the probable cost and time to fit them with iron plates for river fighting.

I have no news to communicate, except the capture of some eighteen of the enemy's cavalry, about 12 miles above Plymouth, by twenty of the Twenty-seventh Massachusetts.

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

C. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. SHAWSHEEN,
Off Winfield, N. C., November 19, 1862.

SIR: I have the honor to submit to you the following report of proceedings about here day before yesterday, the 17th instant. A body of rebel troops crossed the river at night—near as can be ascertained, two companies, Small's and Hill's. They have pressed horses and mounted part of their number. Last night they drove in all the pickets. At 10 p. m. I drove them back by shelling them, when the pickets were put out, and at 3 a. m., 18th instant, they were driven in again by cavalry and infantry, when I again shelled them out. No more was seen of

them, as the pickets were not put out until daylight. Expended forty rounds of ammunition during the night. The U. S. S. *Lockwood* arrived up here at 8 o'clock to-night. At 11:30 p. m. the pickets were all driven in. At about the same time the troops all fell back to the river, when both steamers shelled the grounds in the vicinity of the camp and picket station, as many troops were seen. I took all our troops and all the contrabands on board, there being about 200 contrabands now here, then threw a few rounds of grape and canister all about the camp ground. Everything remains quiet at present since shelling them. We destroyed the boats they came across in. They crossed about 2 miles above here at Cannon's Ferry, [Chowan River]. Two men left here this morning with a dispatch for Suffolk, [Va.], to acquaint the general commanding there of their being on this side of the river.

As they have not effected their object in capturing the home guard or destroying the headquarters, I think they will not stay on this side long. As there is no provision made here for contrabands, I will send part of what are here to Plymouth by the *Lockwood* for your disposal. She will leave at daylight.

Very respectfully, your obedient servant,

THOS. J. WOODWARD,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander CHAS. W. FLUSSER,

Senior Officer, Albemarle Sound.

Report of Lieutenant-Commander Braine, U. S. Navy, of the destruction of British schooners Ariel and Ann Maria, off Shallotte Inlet.

U. S. S. MONTICELLO,

Off Shallotte Inlet, November 18, 1862.

SIR: I have the honor to inform you that this morning at early daylight we weighed anchor as usual, and, as soon as everything could be distinctly seen around, I stood to the westward along the coast. At 8 a. m. we discovered a schooner close inshore to the westward and gave chase. The parties on board of her ran her on shore. With a few shells we dispersed those unloading her. She proved to be the English schooner *Ariel*, of Halifax. We found no papers or colors on board. At this time another schooner was discovered to the westward down the coast. Leaving two boats endeavoring to get off the first schooner, I immediately started in pursuit of the second. She was also run on shore. I drove those employed in unloading her away from her with a few shells. On boarding she proved to be the English schooner *Ann Maria*, of Nassau, New Providence. I found no papers or colors. Getting as close to her as possible with the steamer, I got a hawser to her and hauled her off. She was, however, bilged and sunk in 4 fathoms of water. I immediately returned to the first schooner and, finding her bilged, fired, but the fire was extinguished by the sea.

The cargoes of these vessels were principally salt, a few kegs of lard, and a few barrels of flour and sugar. I destroyed everything I could lay my hands on. I obtained two compasses, some old charts, and a few other articles of slight value, such as brooms, etc., which I appropriated for ship's use.

I enclose all the papers found on board. I think we must have destroyed upward of 2,000 bags of salt.

The schooners were each about 80 tons, one English and one American built.

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

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

U. S. S. MONTICELLO,
Off Shallotte Inlet, November 19, 1862.

SIR: I have just returned after seeing the English schooner *Ariel* completely destroyed by fire.

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

D. L. BRAINE,
Lieutenant-Commander.

[Enclosure.]

RUM CAY, [Bahama Islands], *October 31, 1862.*

DEAR MR. BLUNT [?]: I have several times written, but received no answer, but I know from Paythers receiving a letter from his wife you received mine. I am here yet, as you see, looking after remains [of] H. M. ship *Conqueror*, wrecked here, and will most likely be here for two years, unless the war is over.

If you could by any possible means get to me the second installment in full payment for the guano purchase you would do me a great favor; it would free me of debt entirely. Everything is safe and shall remain so. If you would wish it to make a shipment to Sawyer or Menendez or Adderly in cotton or anything else, and authorize them to pay it to Mr. Matthews, who has long fixed things all right, you would do me a great favor.

I have had frequent applications from the North, but as usual informed them that I had already sold.

I leave to-morrow for Long Cay to see if things are going on all right there and will return here in a few days.

The *Brothers* has just returned from a voyage to Bermuda. Paythers was quite sick and Jimmy sent him to Nassau for medical aid. I do not know what is the matter with him, but I know he thinks a great deal about his family. I will be in Richmond, *Deo volente*, as soon as the war is over (when that will be, God knows). It reminded me to-day of you. I am having cleared shot and shell from the ship. I will do very well by the job. If I could only get the amount from you I should be free of the world. I think if you send letters to some friend in Wilmington they will come safe. We have a large quantity of salt, which I would like to have to-day in Richmond. Stick to your guns.

Try and get a few lines to me by some possible means. I trust this vessel will get in safe. Fever has been bad in Nassau, which carried off a great many strangers, but now the winter is approaching it will be quite healthy. Harrison's old toast, "God and liberty!"

Yours, truly,

THEO. FARRINGTON.

WILLIAM BLUNT [?], Esq.,
Care of Messrs. Franklin Stearns & Co., Richmond, Va.

Letter of Commander Davenport, U. S. Navy, to navy agent, Philadelphia, regarding boiler iron and coal.

U. S. S. HETZEL,
Off New Berne, N. C., November 18, 1862.

SIR: You will please find enclosed herewith a requisition for boiler iron, with note from Acting Rear-Admiral Lee appended.

The acting rear-admiral directs me to request that you send at once a coal vessel with this iron and as much coal as she can carry. Send a good vessel drawing not over 8 feet, to come through Hatteras Inlet, with a smart captain.

I am, etc.,

H. K. DAVENPORT,
Commander.

JAMES S. CHAMBERS, Esq.,
U. S. Navy Agent, Philadelphia.

Order of Captain Turner, U. S. Navy, to Acting Master Wright, U. S. Navy, commanding U. S. S. Wyandotte, regarding station for guard duty.

U. S. STEAM FRIGATE NEW IRONSIDES,
Newport News, Va., November 18, 1862.

SIR: You will turn over all your instructions from Admiral Lee to Lieutenant-Commander Arnold, commanding U. S. S. *Mystic*, who is ordered to succeed you in the guard duty at Fortress Monroe, and you will proceed to Norfolk and assume the place and duties of the U. S. S. *Commodore Barney*, lying off that city, receiving from him such directions as were left here by Admiral Lee, for his guidance at that point.

Communicate with me by Fortress Monroe whenever it may become necessary, and make your returns through that source.

Very respectfully, your obedient servant,

T. TURNER,
Captain and Senior Officer Present.

Acting Master THOMAS WRIGHT,
Commanding U. S. S. *Wyandotte*.

Report of Lieutenant-Commander Truxtun, U. S. Navy, of the seizure of an unknown schooner for breach of blockade.

U. S. GUNBOAT CHOCUBA,
Off Wilmington, N. C., November 19, 1862.

SIR: I have the honor to inform the Department that this vessel, under my command, has this day, in latitude 33° 38' N., longitude 78° 19' W., seized for violation of the blockade an unknown schooner from Wilmington, N. C., bound to Nassau, New Providence.

Her master, A. O. Pollick, stated that he left Wilmington, N. C., at 7 p. m. on the 18th instant without papers, flag, or name. The death of the collector and the prevalence of yellow fever had caused the custom-house to be closed and business to be generally suspended; 800 cases of fever were said to exist when he left.

The schooner is loaded with turpentine, rosin, and shingles, and her master openly declares her a Confederate vessel.

I have sent her to Washington, D. C., for adjudication, in charge of Acting Master's Mate D. M. Carver.

Enclosed is a complete muster roll of the officers and crew of the *Chocura*, the only vessel entitled to share in the capture.

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

[W. T. TRUXTUN,
Lieutenant-Commander.

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

OFF NEW INLET, N. C., *November 21, 1862.*

At the time of dispatching the schooner mentioned in the foregoing report, she was taken in tow by this vessel to give her an offing from the land, there being no wind at the time. At 9 p. m. the prize master hailed to say she had sprung a leak; on investigation she was found to be filling so rapidly as to necessitate her immediate abandonment.

After removing the prize master and crew she was set on fire.

The next day (20th instant) she was found by Acting Volunteer Lieutenant Commanding Trathen, of the *Mount Vernon*, her deck and deck load burned, the cargo in the hold having been saved by the water that covered it. The *Mount Vernon*, I understand, took her in tow with a view of saving the remaining portion of her cargo, when she capsized, thus completing her destruction.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Finding of a court-martial published November 21, 1862, concerning the firing upon the U. S. S. Wyandotte by Private Gill, U. S. Army, and correspondence relative thereto.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of correspondence.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 1, 1862.

SIR: I have the honor herewith to submit for the consideration of the Department copies of the following correspondence relative to the firing on the *Wyandotte* from the beach at Fortress Monroe, on the 24th, reported to the Department in my No. 104, of October 25, viz:

A letter from General Dix (October 27), enclosing a report from Colonel [Samuel M.] Alford, Third New York Volunteers (October 26); an explanatory statement from commanding officer of *Wyandotte* (October 28), and a letter from me (October 31) to General Dix, submitting a copy of the foregoing, and list of witnesses.

I have the honor to be, sir, respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

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

[Enclosure No. 1.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., October 27, 1862.

ADMIRAL: I have the honor to enclose a copy of a report from Colonel Alford, the commanding officer of the post, in regard to the supposed firing on the gunboat lying off the fort by a sentry.

It appears that a private belonging to the guard, but not posted as a sentinel, went outside of the water battery and, in violation of positive orders, fired his musket three times at some ducks a short distance from the shore. I have examined the man myself and am satisfied from his statement that it was an act of mere carelessness, and that it did not occur to him that anyone on board the gunboat would be in danger. Indeed, he says, what I have no doubt is true, that he was not thinking of the gunboat at all.

The occurrence is very much regretted by Colonel Alford and myself, and, as you will perceive, the guilty party had been imprisoned for trial by court-martial before my attention had been called to the transaction.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Subenclosure.]

HEADQUARTERS THIRD INFANTRY, N. Y. VOLUNTEERS,
Fort Monroe, Va., October 26, 1862.

GENERAL: I have the honor to report that on Friday morning, the 24th instant, complaint was made to me by the captain of the guard boat *Wyandotte* that the boat had been fired upon by one of the sentries upon the beach.

I immediately proceeded (accompanied by the captain) to investigate the matter and found the facts to be as follows: Private Gill, one of the water battery guard (but not posted as a sentinel), had fired his piece three times at some ducks which were swimming near the shore. Gill was immediately placed in a cell in the guardhouse, and will be tried for disobedience of orders.

I am fully satisfied that Gill had no intention of firing at or toward the ship, but is guilty of gross carelessness in aiming that way.

The captain appeared to be perfectly satisfied with the investigation and with the explanation made to him at the time, substantially as above stated, and I did not suppose that any further official action would have occurred in the matter.

Very respectfully, your obedient servant,

S. M. ALFORD,
Colonel Third Infantry, New York Volunteers, Commanding Post.
Major-General JOHN A. DIX,
Comdg. Dept. of Virginia, Seventh Army Corps, Fort Monroe, Va.

[Endorsement.]

FLAG-STEAMER PHILADELPHIA, *October 28, 1862.*

Why was not this explanation, which I now for the first time hear of, reported to me, especially if it was satisfactory to you?

S. P. LEE,
Acting Rear-Admiral.

Acting Master THOS. WRIGHT,
Commanding Wyandotte, etc.

[Enclosure No. 2.]

U. S. S. WYANDOTTE,
Off Fortress Monroe, October 28, 1862.

SIR: I have the honor to acknowledge the receipt of your communication, dated this day, at the foot of the letter of Colonel S. M. Alford to

Major General John A. Dix, and in reply most solemnly declare that no such explanation as that "Private Gill had fired his piece three times at some ducks which were swimming near the shore" was ever made to me. On the contrary, each one of the guard positively declared in the colonel's presence that there had been no firing, and the only allusion made about "ducks" was a suggestion from some one present that some persons had been shooting ducks a mile to the eastward of where we then stood, and that probably the bullets came from their guns.

Immediately after this, on being threatened with punishment for not keeping a better lookout, one of the guard said that he could point out the man who had fired at the ship, but no further mention was made as to duck shooting. On hearing this the colonel at once ordered this man to point out the guilty one. He was evidently afraid to do so, however, for he hesitated a long time, even after the guard had been turned out before him, but on his way up to the cell he told upon a man named Gill. The colonel then ordered Gill to be confined for the firing and the other man for not reporting it, telling me that Gill would be tried by court-martial, and that I should have to attend.

I further solemnly declare that I never expressed satisfaction of any kind beyond that of thanking Colonel Alford for his promptness in having the men arrested, and for his promise that the man who had fired upon my ship should be tried by a court-martial for his crime.

In conclusion, I beg leave most respectfully to refer to the statement of my executive officer and myself, dated the 24th instant, which is simply the truth, and to which I have nothing further to add.

I am, very respectfully, your obedient servant,

THOMAS WRIGHT,
Acting Master, U. S. Navy, Commanding.

Acting Rear-Admiral S. P. LEE,
U. S. Flagship Philadelphia.

[Enclosure No. 3.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 31, 1862.

GENERAL: The statement of Colonel Alford relative to the firing into the *Wyandotte* was referred to the commanding officer of the *Wyandotte* for an explanation. I enclose herewith a copy of his reply; also a list of the naval witnesses in the case, who will promptly attend the summons of the judge advocate.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., November 3, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 31st ultimo in regard to the alleged firing into the *Wyandotte*, and enclosing a copy of a letter from the commander of that vessel. Colonel Alford is in New York. On his return it will be communicated to him.

[Thomas J.] Gill, the man who fired, is now undergoing punishment for disobedience of orders. The moment Colonel Alford returns, I will organize a court specially for trial of Gill on charges setting forth the graver offense, and ask your order for the attendance of the witnesses named.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Wright, U. S. Navy, regarding witnesses in the case of the firing upon the U. S. S. Wyandotte.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 3, 1862.

SIR: The witnesses in the case of the alleged firing on the *Wyandotte*, as named in your communication of the 24th ultimo, viz, yourself, Acting Ensign Wood, J. Sutcliffe, Charles Lasher, and J. McKensie, or others, if summoned by the judge-advocate of the court organized for the purpose of trying this case, will obey such summons.

Very respectfully, your obedient servant,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Master THOS. WRIGHT, U. S. Navy,
Commanding Wyandotte, Hampton Roads, Virginia.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, November 5, 1862.

The major-general commanding directs me to enclose to you the accompanying papers relating to court-martial and to request that you will direct the witnesses named therein to be at the fort to-morrow at the hour named or as soon thereafter as possible.

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

D. T. VAN BUREN,
Assistant Adjutant-General.

Rear-Admiral S. P. LEE,
Commanding U. S. Naval Forces, etc.

[Endorsement.]

NOVEMBER 5.

Approved the summons and sent it to the commanding officer of the *Wyandotte*.

S. P. L.

Finding of the court-martial.

GENERAL ORDERS, } HDQRS. SEVENTH ARMY CORPS,
No. 28. } DEPT. OF VIRGINIA,
Fort Monroe, Va., November 21, 1862.

I. At a general court-martial, which convened at Fort Monroe, Va., pursuant to Special Orders, No. 152, current series, and of which Major

Andrew Morris, One hundred and thirty-ninth Regiment New York Volunteers, is president, was arraigned and tried:

Private Thomas J. Gill, Company C, Third New York Volunteers, on the following charge and specification:

CHARGE: Conduct to the prejudice of good order and military discipline.

Specification.—In this, that Private Thomas J. Gill, Company C, Third New York Volunteers, being a member of the guard (but not on post at the time), did take direct and deliberate aim, and did fire off a loaded musket (Enfield rifle), three several times, at persons on the quarter-deck of the U. S. S. *Wyandotte*, then lying in the stream between Fort Monroe and Fort Wool, Va., of which vessel Thomas Wright, acting master, is commander. All this at Fort Monroe, Va., on or about October 24, 1862.

Finding of the court.

After mature deliberation upon the evidence adduced, the court finds the accused, Private Thomas J. Gill, Company C, Third New York Volunteers, as follows:

Of the specification not guilty.

Of the charge not guilty.

And the court does therefore acquit him, Private Thomas J. Gill, Company C, Third New York Volunteers, of the charge and specification preferred against him.

II. In approving the proceedings and the finding of the court the commanding general deems it due to the accused to state the facts on which the charge was founded. The charge brought against the accused by the commanding officer of the *Wyandotte* is of the gravest character, that of firing directly at the quarter-deck of his vessel three times in succession. No motive is assigned for so wanton an act, and the officer referred to testified before the court that he had never seen the accused before. The vessel was half a mile from the shore, and the commanding officer declared in his testimony that he could at that distance see the muzzle of a musket, as also an object five-eighths of an inch in diameter, with the naked eye; although he states in the same examination that he could not distinguish a change in the direction of the aim unless the piece were moved, "probably a foot." On this contradictory testimony alone the court would have been justified in acquitting the accused of the charge, unless some motive could have been found for the act. But there were, fortunately for him, three persons near at hand, who were eyewitnesses of the firing. They all testify that he fired at a duck very near the shore. Two of them saw the three shots strike the water; the first two shots near the duck, but between him and the shore, and the third also near, but beyond the duck. The third witness saw the last two shots fired, and concurs with the others as to the points where the shots struck the water. The balls must have passed by ricochet over the *Wyandotte*, which was lying just within the greatest range of the piece. While, therefore, the accused was guilty of disobedience of orders, in firing within a mile of the fort, and also of gross carelessness, for which he has been punished, he is acquitted of the criminal act charged upon him of firing at the *Wyandotte*, and will return to duty.

III. The court-martial of which Major Andrew Morris is president is dissolved.

By command of Major-General Dix:

D. T. VAN BUREN,
Assistant Adjutant-General.

Official:

G. V. EICKSTEDT,
Aid-de-Camp.

[Telegram.]

U. S. S. MAHASKA,
Off Yorktown, Friday, November 21, 1862.

Can you send me immediately a pilot for East River, leading from Mobjack Bay?

F. A. PARKER,
Commander.

Captain TURNER, U. S. Navy,
*Care of Lieutenant-Commander Phenix,
Naval Ordnance Officer, Fortress Monroe.*

[Telegram.]

U. S. S. MAHASKA,
Yorktown, November 21, [1862].

Please send me to-day by steamer *Morgan* two howitzers, with carriages, ammunition, etc.

F. A. PARKER,
Commander.

Lieutenant-Commander PHENIX,
Naval Ordnance Officer, Fortress Monroe.

Report of Commander Parker, U. S. Navy, of vessels destroyed by the blockading vessels off New Inlet, North Carolina.

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, November 21, 1862.

SIR: In compliance with your request, I give below the list of vessels destroyed by the blockading vessels off New Inlet, North Carolina, during the month of November up to the present date, viz:

Destroyed by *Daylight* and *Mount Vernon*.—One bark, *Sophia*, 3½ miles west of Masonboro Inlet, November 4, 1862.

Destroyed by *Daylight* and *Mount Vernon*.—One bark and one schooner, names unknown, same locality as above, November 5, 1862.

Destroyed by *Cambridge*.—One schooner, unknown, near Masonboro Inlet, November 17, 1862.

Destroyed by *Daylight*.—One brig, English, name unknown, ran ashore between Fort Fisher and Zeek's Island, being about 1 mile from Fort Fisher, November 17, 1862.

Destroyed by *Mount Vernon*.—One schooner, unknown, about 7 miles south and east of Fort Fisher, November 20, 1862.

I enclose herewith the report* of Acting Volunteer Lieutenant Trathen, commanding U. S. S. *Mount Vernon*.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
U. S. S. Chocura.

*Joint expedition of navy and army forces to Mathews Court-House, Va.,
November 22, 1862.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Parker,
U. S. Navy.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 30, 1862.

SIR: Annexed is a copy of an interesting report, of the 26th instant, from Commander F. A. Parker of his active operations in Mathews County in connection with General Naglee, Colonel [John B.] Conyngham, and a detachment of troops from Yorktown. The expedition was well conducted, and its results and success are clearly stated by Commander Parker, who speaks in handsome terms of Lieutenant [N. H.] Farquhar.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. MAHASKA,
Off Yorktown, Va., November 26, 1862.

SIR: I have the honor to report to you that on Friday, the 2d instant, Brigadier-General Naglee and myself concerted a plan of operations against Mathews County (whose inhabitants were said to be largely engaged in the manufacture of salt and in smuggling contraband goods from the eastern shore of Maryland into Virginia), which was carried out as follows:

On the night of Saturday, the 22d instant, having received on board a battalion of infantry, 300 strong, under the command of Major Conyngham, of the Fifty-second Pennsylvania Volunteers, I left this harbor with the *Mahaska*, the *General Putnam*, and a small tug called the *May Queen* (aboard of which I had mounted a rifle howitzer), bound to East River, Mobjack Bay, where, on the following morning, I ran alongside of a fine wharf, distant 3 or 4 miles from the river, and exactly 2 miles from Mathews Court-House. Here the troops were disembarked, and, reenforced with a 12-pounder Dahlgren howitzer, manned by twenty seamen under the command of Acting Master's Mate Black, took up their line of march for New Point Comfort and Winter Harbor, while the *General Putnam*, with a detachment of seamen and a howitzer boat from this vessel, all under the command of my executive officer, Lieutenant Farquhar, was dispatched up the river with orders to capture or destroy all vessels and boats that could be used in running the blockade. At 8 p. m. both expeditions had returned, the result of the day's operations being the destruction, on

* See p. 194.

the part of Major Conyngham, of eleven salt works and between 300 and 400 bushels of salt, and on the part of Lieutenant Farquhar the destruction of one salt works and the burning of three schooners and a number of scows and boats, with the capture of a lighter and twenty-four large canoes, some of which are capable of containing twenty-four men. Acting Master's Mate [Nathan W.] Black reported that while on the march Patrick Madden (landsman) suddenly disappeared from the ranks, but whether he had intentionally deserted and straggled from the command, and had been captured by a body of rebel cavalry who hung close upon their rear, it was impossible to say.

On the following morning a detachment of soldiers was sent out toward Mathews Court-House, while our men were employed in destroying boats on both sides of the river in our immediate vicinity, and at 1 p. m., the object of the undertaking against Mathews County having been successfully accomplished, I got underway for Yorktown, where I arrived and disembarked the troops about sunset.

Having learned, however, shortly before leaving East River, that two sloops were hauled up on the beach in Horn Harbor, which had just brought over a cargo of goods from Maryland, I gave orders to the commanding officer of the *Crusader*, whom I fell in with outside, to send his cutters in to destroy them, which duty I have since learned he executed immediately.

Yesterday morning, with this vessel and the *Putnam*, I ascended the North River some 3 miles, whence I sent Lieutenant Farquhar up the river in the latter vessel, with same instructions as before.

By sunset he had destroyed a schooner (Acting Master [Benjamin] Dyer in the meanwhile, in one of the cutters of this vessel, had destroyed another) and a vessel on the stocks in the course of construction, which, he thinks, from her model, the strength of her timbers, etc., was intended for a small gunboat. In confirmation of his opinion, I would state that my pilot was informed sometime since at West Point that a privateer was building in North River. At night I anchored off Ware River, intending to enter it and the Severn to-day, but was prevented from so doing by thick, stormy weather.

I should do injustice to my own feelings and to the service were I to close this report without making special mention of Lieutenant Farquhar, upon whom the major portion of the labor attending our little enterprise devolved. Always reliable and always efficient, his high standard of professional character is apparent in everything he undertakes.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander.

Captain THOMAS TURNER, U. S. Navy,
Senior Naval Officer, Newport News, Va.

Report of Commander Parker, U. S. Navy, regarding breach of blockade carried on in the rivers flowing into the Chesapeake.

U. S. S. MAHASKA,
Off Yorktown, Va., November 27, 1862.

SIR: I omitted to mention to you yesterday in my report that large canoes, I find, are now principally used in running the blockade of the rivers flowing into Chesapeake Bay. I was informed, too, by a man, who has given me much reliable information of late, that contraband trade is carried on to some considerable extent between North and

Back rivers. "How can this be?" said I to my informant; "Back River is wholly within our lines." "I know that very well," was the reply, "and the supplies are furnished by the sutlers of your army." I have, of course, made this known to the commanding general at Yorktown.

I have been up the river to-day and captured five boats with over a hundred bushels of oysters intended for the Richmond market.

I have the honor to be, sir, your obedient servant,
 FOXHALL A. PARKER,
Commander.

Captain THOMAS TURNER,
Senior Naval Officer, Newport News.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, in regard to breaking up contraband trade.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 1, 1862.

SIR: Your highly satisfactory reports of the 24th and 26th ultimo, regarding the successful expeditions up the East River on the 23d, and the North River, etc., on the 25th, have been received, and a copy forwarded to the Department to-day.

A copy of your report of the 27th ultimo, concerning the contraband trade said to be carried on between North and Back rivers through the sutlers, has been sent to the Department.

If you can capture a small vessel, such as you state are used in running the blockade of the Chesapeake rivers, if fitted to carry a howitzer and in charge of an active and intelligent officer, it would doubtless prove of great service in breaking up some of the contraband trade.

Your report of the 26th ultimo on the sinking of one of the launches on the 22d has been received. As regards the eighteen oars for the launch, you will make out a requisition in duplicate for them in the usual form, leaving the size in blank if you are not prepared to specify it.

You will please continue in important matters to make your reports in duplicate.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander FOXHALL A. PARKER,
Commanding U. S. S. Mahaska, York River, Virginia.

P. S.—When you can most conveniently dispense with the services of the *Putnam*, you can send her to Hampton Roads for her men, which are on board the *Brandywine*. The oars can be sent you by the same opportunity.

S. P. LEE.

Report of Major-General Dix to Major-General Halleck.

FORT MONROE, VA., November 21, 1862.

I have just received the following dispatch from General Naglee, at Yorktown:

My salt expedition to Mathews County has been a perfect success. Destroyed seventy-three large cast-iron boiling vessels of nine establishments and over 1,000

bushels of salt. We are indebted to Captain Foxhall Parker, commanding the naval branch of the expedition, for very effective service.

JOHN A. DIX,
Major-General.

Major-General HALLECK,
General in Chief.

Report of Commander Davenport, U. S. Navy, regarding coal.

U. S. S. HETZEL,
Off New Berne, N. C., November 23, 1862.

SIR: I find that both the army and navy are without coal. I would have had an abundant supply had it not been taken, without my knowledge or consent, by the army.

I have a schooner with 75 tons of coal to arrive, the bill of lading for which I have had in my possession for about a month.

I have written to the navy agent at Philadelphia for a further supply. As you are aware, when at Plymouth I supplied the army with coal, an absolute necessity, on condition that it would be returned forthwith. On my arrival here, to my surprise, instead of furnishing me with a cargo, I was asked for a further loan of a large quantity. This state of affairs shall not occur again, as I shall give positive orders that no coal be delivered to anyone without a written order from the senior officer present.

I have the honor, etc.,

H. K. DAVENPORT,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Expedition for the capture of Jacksonville, N. C., and the loss of the U. S. S. Ellis, November 23-25, 1862.

Report of Commander Davenport, U. S. Navy, transmitting report of Lieutenant Cushing, U. S. Navy.

U. S. S. HETZEL,
Off New Berne, N. C., November 27, 1862.

SIR: I have the honor to enclose herewith a report of Lieutenant William B. Cushing of his operations at New River Inlet, by which you will perceive that the U. S. S. *Ellis* is lost.

I trust that, in consideration of the courage, coolness, and gallantry displayed on the occasion by Lieutenant Cushing, his course may meet with the approval of yourself and the honorable Secretary of the Navy.

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

H. K. DAVENPORT,
Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. HETZEL, November 26, 1862.

SIR: I have the honor to report that I entered New River Inlet on the 23d of this month with U. S. S. *Ellis* under my command; succeeded in passing the narrow and shallow place called "The Rocks,"

and started up the river. My object was to sweep the river, capture any vessels there, capture the town of Jacksonville, or Onslow Court-House, take the Wilmington mail, and destroy any salt works that I might find on the banks. I expected to surprise the enemy in going up, and then to fight my way out.

Five miles from the mouth I came in sight of a vessel bound outward, with a load of cotton and turpentine. The enemy fired her to prevent her from falling into our hands. I ran alongside, made sure that they would not extinguish the flames, and again steamed up the river.

At 1 p. m. I reached the town of Jacksonville, landed, threw out my pickets, and placed guards over the public buildings. This place is the county seat of Onslow County, and is quite an important town. It is situated on the right bank of the river, going up, and is 35 or 40 miles from the mouth. I captured 25 stand of public arms in the court-house and post-office, quite a large mail, and two schooners. I also confiscated the negroes of the Confederate postmaster. I forgot to mention that the town is situated on the main dirt road to Wilmington. Several rebel officers escaped as I neared the place and carried the news to that city. At 2:30 p. m. I started down the river, and at 5 p. m. came in sight of a camp on the banks, which I thoroughly shelled. At the point where the schooner captured in the morning was still burning the enemy opened fire on the *Ellis* with rifles, but were soon silenced by our guns. I had two pilots on board, both of whom informed me that it would be impossible to take the steamer from the river that night. High water and daylight were two things absolutely essential in order to take her out. I therefore came to anchor about 5 miles from the outer bar, took my prizes alongside, and made every preparation to repel an attack. All night long the signal fires of the enemy could be seen on the banks. At daylight I got underway, and had nearly reached the worst place in the channel when the enemy opened on us with two pieces of artillery. I placed my vessel in position; at once hoisted the battle flag at the fore; the crew gave it three cheers and we went into action. In one hour I had driven the enemy from his guns and from the bluff and passed within a hundred yards of their position without receiving fire. Up to this time I had been in every way successful, but was here destined to meet with an accident that changed the fortune of the day and resulted in the destruction of my vessel. About 500 yards from the bluffs the pilots, mistaking the channel, ran the *Ellis* hard and fast aground. All hands went to work at once to lighten her, and anchors and steam used to get her afloat, but without success. The headway of the steamer had forced her over a shoal and into a position where, as the center of a circle, we had a circumference of shoal all around. When the tide fell I sent a party ashore to take possession of the artillery abandoned in the morning; but when they reached the field it was discovered that it had been removed while we were at work on the vessel. If I had secured this, I proposed to construct a shore battery to assist in the defense of my vessel by keeping the rebels from placing their batteries in position. At dark I took one of my prize schooners alongside and proceeded to take everything out of the *Ellis* excepting the pivot gun, some ammunition, 2 tons of coal, and a few small arms. Steam and anchor again failed to get my vessel afloat. I felt confident that the Confederates would come on me in overwhelming force, and it now became my duty to save my men. So all hands were called to muster and the crew told that they could go aboard the schooner. I called for six volunteers to remain with me on board and fight the remaining gun. Knowing that it was almost certain death, the men came forward, and two master's mates, Valentine and Barton,

were amongst the number. These gentlemen subsequently behaved with coolness and bravery. I ordered the schooner to drop down the channel out of range from the bluffs, and there to wait for the termination of the impending engagement, and if we were destroyed, to proceed to sea.

Early in the morning the enemy opened on us from four points with heavy rifled guns (one a Whitworth). It was a cross fire and very destructive. I replied as best I could, but in a short time the engine was disabled and she was much cut up in every part, and the only alternatives left were surrender or a pull of one and a half miles under their fire in my small boat. The first of these was not, of course, to be thought of; the second I resolved to attempt. I fired the *Ellis* in five places, and having seen that the battle flag was still flying, trained the gun on the enemy so that the vessel might fight herself after we had left her, and started down the river, reached the schooner, and made sail for sea. It was low water on the bar and a heavy surf was rolling in, but the wind forced us through after striking several times. We were just in time, for about 600 yards down the beach were several companies of cavalry, trying to reach the mouth of the inlet in time to cut us off. We hoisted our flag, and gave three cheers and were off. In four hours I reached Beaufort. I brought away all my men, my rifled howitzer and ammunition, the ship's stores and clothing, the men's bags and hammocks, and a portion of the small arms. I retained aboard a few muskets, pikes, and pistols to repel boarders.

I neglected to state that when I took possession of the enemy's ground on the 24th a salt work was destroyed and ten boats rendered useless that were to have been used for boarding. At 9 a. m. the U. S. S. *Ellis* was blown in pieces by the explosion of the magazine. Officers and men behaved nobly, obeying orders strictly under the most trying circumstances. I respectfully request that a court of enquiry may be ordered to investigate the facts of the case, and to see if the honor of the flag has suffered in my hands.

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

WM. B. CUSHING,
Lieutenant.

Commander H. K. DAVENPORT,
Senior Officer, Commanding in Sounds of North Carolina.

[Endorsement.]

Respectfully submitted. I think the course of this young officer should meet with the commendation of his superiors.

H. K. DAVENPORT,
Commander and Senior Officer.

[Second endorsement.]

Received and forwarded December 2, 1862, with the expression of my admiration of Lieutenant Cushing's coolness, courage, and conduct.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Additional report of Lieutenant Cushing, U. S. Navy, giving information obtained from captured mail.

U. S. S. HETZEL,
New Berne, N. C., November 29, 1862.

SIR: Having discovered that the mail captured by me at Onslow [Jacksonville] was lost in my steamer, I will state the substance of the information gained.

I read several letters from both officers and men of Longstreet's corps, dated in North Carolina, and stating that the troops under the command of that general were in this State.

I also captured a letter from an educated lady, who wrote as follows:

Now that you have the noble Longstreet to command in your State and to protect you, you need have no fear of the Yankees.

These letters were dated about the time of General Foster's late movement above Plymouth. Letter after letter spoke of the design of the rebels to give up to us the eastern part of the State. It seemed to be looked upon by the writers as a foregone conclusion. I found that a bitter feeling has grown up in regard to the conscript law, and all soldiers complained of a want of clothing and shoes. Salt was \$20 a bushel and sole leather \$7 per pound. The yellow fever has nearly disappeared in Wilmington.

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

W. B. CUSHING,
Lieutenant.

Commander H. K. DAVENPORT,
Senior Officer, Commanding Sounds of North Carolina.

Report of Brigadier-General Whiting, C. S. Army, commanding defenses of Cape Fear River.

HEADQUARTERS,
Wilmington, N. C., November 28, 1862.

GENERAL: I have the pleasure of reporting that Captain [A. F.] Newkirk, of the cavalry, and Captain [Z. T.] Adams, with a section of a field battery, have destroyed a steam gunboat of the enemy on New River. Her crew escaped. Her armament, ammunition, small arms, and many articles of value will be saved. The enemy attempted to fire her, but being of iron but little damage was done. Great credit is due to Captains Newkirk and Adams and their officers and men.

Very respectfully,

W. H. C. WHITING,
Brigadier-General, Commanding.

Major-General GUSTAVUS W. SMITH,
Commanding, etc., Richmond, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, of a visit of inspection to the sounds of North Carolina.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 24, 1862.

SIR: I have the honor to report my return to this place last night in the *Chocura*. I inspected the vessels in the sounds and made a visit to Hatteras Inlet, Roanoke Island, Plymouth, Washington, New Berne, and Beaufort. Leaving the *Miami* at Washington, N. C., and joining the *Chocura* at Beaufort, I communicated with the *Monticello* off Shalotte Inlet, with the *Maratanza* and *Penobscot* off Cape Fear River, and with the *Cambridge* and *Mount Vernon* off New Inlet (Wilmington). I thence inspected by daylight the coast north of Wilmington toward Beaufort.

I found all the vessels except the *Cambridge* reporting the want of repairs and alterations necessary to their safety and efficiency.

An addition of six efficient vessels is essential to keep the blockade of Wilmington and the inlets and coast above and below that locality. A large trade is carried on through the numerous small inlets on the coast of North Carolina.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding propositions made by Major-General Foster, U. S. Army.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Newport News, Va., November 24, 1862.

SIR: At New Berne I sought an interview with Major-General Foster, which resulted in some important propositions, concerning which I respectfully submit that I consider it desirable that I should have an early interview with you.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Braine, U. S. Navy, of the destruction of salt works near Little River Inlet.

U. S. S. MONTICELLO,
Off Shallotte Inlet, North Carolina, November 24, 1862.

SIR: This morning, discovering two extensive salt works near Little River Inlet, I stood in as close to the shore as water would permit and destroyed them with 5-second shell.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Acting Lieutenant Renshaw, U. S. Navy, regarding the U. S. S. Louisiana and her officers.

U. S. S. LOUISIANA,
Off Washington, N. C., November 25, 1862.

SIR: In obedience to your instructions, I have respectfully to submit the following report:

First. I have procured enough half-inch railroad iron to plate the pilot house of this vessel, and will have it finished in a week.

Second. It will require 600 square feet of plating three-eighths inch thick to shield the battery, the plates to be 5 feet long by 3 wide.

Third. The carpenter's work can be done on board.

Fourth. The *Louisiana* is an iron boat and in good condition, excepting a hole in her bottom, that was made by running on an anchor at Hatteras Inlet, but is well covered by an iron plate. She leaks considerably through the stuffing box of the propeller shaft.

I have also respectfully to furnish you with the names, rates, and qualifications of the officers belonging to this vessel:

First. Acting Master Jacob Westervelt, Acting Second Assistant Engineer William Mara, Acting Third Assistant Engineer John Faron, Acting Third Assistant Engineer John Halpin, and Acting Third Assistant Engineer Courtney S. Servoss have so lately joined us that it is out of my power to judge of their qualifications. Assistant Surgeon Michael Bradley is gentlemanly in his deportment, and professionally I consider him unexceptionable. Assistant Paymaster W. W. Williams is very attentive to his duties, and of good moral character. Acting Master's Mate Edward Cassady is a good watch officer and endeavors to gain information in his profession. Acting Master's Mate Edwin McKeever is courageous, but in justice to the service I think he has mistaken his profession. Carpenter John Mills is of ordinary capacity, but appears well.

Second. I have no men whose times expire within the next three months.

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

R. T. RENSHAW,

Acting Lieutenant, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Officer, Sounds North Carolina.

Letter from the Secretary of the Navy to the commandant at Fort Lafayette, New York, enquiring for Wilmington pilots among the prisoners at that place.

NAVY DEPARTMENT, November 26, 1862.

SIR: This Department, being desirous of securing the services of pilots acquainted with the harbor of Wilmington, N. C., will thank you to ascertain if there are among the prisoners sent to Fort Lafayette one or two Wilmington pilots who, for a large reward, would pilot our men-of-war into that harbor.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant-Colonel MARTIN BURKE,
Commanding Fort Lafayette, New York.

Report of Acting Master Warren, U. S. Navy, concerning the abandonment of the British schooner Racer, transmitting report of Acting Master's Mate Oakley, U. S. Navy.

U. S. S. DAYLIGHT,

Off New Inlet, North Carolina, January 7, 1863.

SIR: Enclosed I send you report of Henry Oakley (marked enclosure No. 3), acting master's mate, sent by me in charge of British schooner

Racer, which vessel Mr. Oakley abandoned at sea. She was afterwards towed into Beaufort by one of the United States steamers and lays there now.

I am now short of my original number of men, caused by being sent away in prizes, taken prisoners, and deaths, to the extent of twenty, which number is necessary to the completion of my full crew.

I am, very respectfully, your obedient servant,

J. D. WARREN,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Enclosure.]

U. S. BARK RESTLESS, *November 26, 1862.*

SIR: I take this opportunity to forward you [an account of] the loss of the schooner *Racer*. The first four days I experienced light east winds and fine weather. I worked out around Cape Lookout November 2, light southwest winds, steering N. E. At 4 p. m., Cape Hatteras bearing N. E., 25 miles, at the time strong N. W. winds. Schooner under close-reefed sails, working to the N. E. On the 5th, light gale from the N. E., and a heavy swell running at 4 p. m. Hove the schooner to on the starboard tack, heading N. N. W. The gale continued till 10 a. m. on the 6th, when, the gale abating, made close-reefed sails and worked to the windward all day. At 4 p. m., in latitude $34^{\circ} 36' N.$, longitude $75^{\circ} 57' W.$, schooner on the starboard tack standing to the westward. Next morning at 9 a. m. saw the light-house at Oakleycock [Ocracoke] Inlet, at the time light winds from the north with all the appearance of bad weather. At sundown I was up to the bar, but being so dark could not find the way in. At dark strong winds sprang up from the S. W.; kept the schooner off N. E. for Cape Hatteras. At 11 p. m. made Cape Hatteras light, bearing N. by E., raining and heavy squalls from the S. W. at the time. At 2 a. m., Cape Hatteras bearing W., 20 miles distance. At 4 a. m. Thursday morning, wind bursting out from the north a heavy gale, took in all sail but a close-reefed mainsail, hove the schooner to on the port tack, heading E. N. E., making a south east drift. At 2 p. m. the wind hauling to the N. N. E., with heavy rain squalls, and a heavy swell running at the time, which caused the schooner to labor very hard and taking considerable water over. She being loaded so heavy, I found it necessary to light[en] her, so I hove over 60 bags of salt. At 4 p. m. I was called down the hold by one of the men saying the schooner had sprung a leak. I went in the hold and on the starboard side amidship I could hear the water rushing in. I cleared away the salt from that side. I discovered the leak was under one of the deck beams. I went on deck and wore the schooner around on the starboard tack as quick as possible, and then commenced lightening her by heaving overboard salt from that side to get the leak out of water and kept the pumps continually going. After heaving over as much salt as we were able to do, as the men all got tired out, for we had to bring the salt all up through the cabin and heave it overboard from that way, as it was impossible to take off one of the hatches, as the water was breaking over us so; we could manage through the night, by keeping the pumps continually going, to keep the water down to about 2 feet in the hold. In the morning we found that the schooner was in the Gulf [Stream?] and a very sharp swell running, the wind increasing. The schooner now was leaking in several different places

and working the water through her deck, and so that it wet all of our clothes in the cabin and bedding. I found it necessary to heave over some more of the salt. At 10 a. m. I found that her bowsprit had nearly wrung off. At 12 noon the mainsail split nearly all to pieces. By tying it down and hoisting a little of the peak I could make out to keep her up to the wind. At 4 p. m. two of the men were unable to get on deck—by working and being wet; no place to lay down; they were fatigued out. Saturday morning I found that the gale had abated. I set the foresail and jib and steered to the westward, keeping the men continually at the pumps. At 12, struck out to the west edge of the Gulf [Stream?]. At 1 p. m., the wind hauling to the westward, with heavy rain squalls, the foresail went nearly all to pieces. At the time I saw a steamer to the leeward steering N. E. I having no sails to work the schooner with, the schooner leaking very bad and the men all worked out, I made a signal of distress. She passed close along by me, paying little or no attention to the signal of distress. At 2 p. m. a schooner hove in sight. I made the signals of distress to her. She ran down and took us off the schooner. At the time it was blowing a gale from the westward, so it was very difficult for her to lower a boat and take us off. We saved some of our things, but the most of them we lost, as it was dangerous for the boat to come alongside of the schooner. This schooner that took us off was the *R. M. D. Mills*, bound to Port Royal, [S. C.]. We arrived at Port Royal on the 11th of November. Admiral Du Pont sent for me to come on board of the *Wabash*. He then ordered me to the bark *Restless* with the four men. I made a request to come back again and join the ship, but he said he had no way of sending me, so I took the four men under my charge and reported for duty on the bark *Restless*. I made out a full report with all proceedings and sent them to the admiral. The things I have got belonging to the ship I will forward by the first opportunity. The chart got wet and ruined, for it was impossible to keep anything dry.

Your humble servant,

HENRY OAKLEY,
U. S. S. Daylight.

Acting Master J. D. WARREN.

Letter from the Assistant Secretary of the Navy to George W. Blunt, esq., requesting the services of Wilmington pilots.

NAVY DEPARTMENT, November 28, 1862.

SIR: The Department desires the services of two pilots for the harbor of Wilmington, N. C.

There are no marks for the entrances and changes have taken place since the survey, yet the rebels have pilots who take a 12-foot vessel in at night.

We must have men of undaunted courage and great coolness, for much is at stake. We can pay them \$100 per month and board, and \$5,000 if they take an ironclad to the town of Wilmington and back. We should like them in about a week.

I am, very respectfully, your obedient servant,

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

GEO. W. BLUNT, Esq.,
New York.

Report of Commander Davenport, U. S. Navy, transmitting correspondence with Major-General Foster, U. S. Army, regarding mutiny on the U. S. transport Hussar, November 28, 1862.

U. S. S. HETZEL,
Off New Berne, N. C., December 2, 1862.

SIR: I have the honor to enclose herewith copies of three communications between General Foster and myself in relation to the arrest of the crew of the transport steamer *Hussar* for mutinous conduct.

I have also the honor to forward by this mail the following papers, viz: *

* * * * *
I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.
Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

NEW BERNE, N. C., *November 28, 1862.*

SIR: The crew of the *Hussar* having refused to do duty, I request that you lend me your assistance by hauling alongside at once and putting all those that refuse to do duty in irons.

Three officers will take this to you and will attend to cases of the men as soon as you have placed them in irons.

Very respectfully, yours,

J. G. FOSTER,
Major-General, Commanding.

Commander DAVENPORT,
Commanding Naval Forces, Sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., November 28, 1862.

GENERAL: In response to your application for assistance to arrest the crew of the transport *Hussar*, I beg leave to say that in consequence of being without coal or wood I have previously been compelled to direct that the several vessels under my command, contrary to my usual custom and orders, should permit their fires to go out instead of keeping up steam. It was therefore impossible to have had a gunboat ready as soon as I supposed the emergency of the occasion required.

The distance from this vessel to the *Hussar* being also too great to admit of my hauling alongside, as you had suggested, I therefore dispatched four armed boats under command of Acting Volunteer Lieutenant Foster, who has reported that the duty has been performed to the satisfaction of the army officers of your staff who accompanied him.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.
Major-General J. G. FOSTER, U. S. Army,
Commanding Department of North Carolina.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, N. C., November 29, 1862.

COMMANDER: I have received your letter of yesterday, giving an account of the manner in which my request to have the crew of the steamer *Hussar* put in irons was executed by the officers and men under your command.

Permit me to thank you for your efficient and prompt aid on this occasion and to assure you that the spirit of cordial cooperation which it evinces is, and always will be, heartily reciprocated by myself and the officers and men whom I have the honor to command.

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

Major-General, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Naval Officer, Sounds of North Carolina.

Letter of Commander Davenport, U. S. Navy, to Major-General Foster, U. S. Army, transmitting correspondence regarding a conflict of authority between the commanding officer of the U. S. S. Isaac N. Seymour and the provost-marshal of New Berne, N. C.

U. S. S. HETZEL,
Off New Berne, N. C., November 28, 1862.

GENERAL: I enclose herewith copies of two communications received this morning.

You will perceive that the provost-marshal transcended his authority by going on board of one of the naval vessels under my command to execute an order from Governor Stanly. I have approved Captain Wells's course and would have considered him unworthy to be an officer of the Navy had he permitted himself to be arrested under the circumstances.

Captain Wells emphatically denies having used disrespectful language toward Governor Stanly, yourself, or the provost-marshal.

I will thank you to inform the provost-marshal that I command all the naval vessels in the sounds of North Carolina, and that his authority does not extend to the naval vessels, and that, while any request from him, the general, or the governor will meet with my prompt and respectful consideration, I command independently of anyone here, being responsible only to Acting Rear-Admiral S. P. Lee and the Navy Department.

In conclusion, I would call your attention to the fact that the provost-marshal presented himself alongside the *Seymour* with an armed corporal's guard, as if meaning to threaten by display of force a commanding officer of the United States naval service while on his own quarter-deck. This, from an officer whose antecedents would indicate greater knowledge of military propriety, would have called for a report to the Secretary of the Navy. As it is, I hope that you will inform the present provost-marshal that intimidation is an argument to be recognized and answered only in one way by gentlemen who wear the uniform of the United States service.

I have the honor to be, very respectfully, your obedient servant,
 H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Major-General J. G. FOSTER, U. S. Army,
Commanding Department of North Carolina.

[Enclosures.]

U. S. S. SEYMOUR,
Off New Berne, N. C., November 27, 1862.

SIR: I beg leave to submit for your consideration an account of an affair which occurred on the deck of this vessel this afternoon between an army officer and myself. The particulars are as follows:

A person wearing the insignia of a major of infantry, and calling himself provost-marshal of New Berne, came on board this vessel and produced a document signed by himself requiring me to deliver the money and effects of the late Mr. Whall, master's mate, U. S. Navy, into the hands of Mr. Carrow, light-house keeper. I quietly informed the officer that the paper required Commander Davenport's signature before I obeyed the order contained therein. He then became much excited; said he would make me give up the things in spite of a thousand Commanders Davenports, and called a guard of several soldiers, whom he had at his back to support him, and endeavored to arrest me in the name of General Foster. I, however, declined being arrested in anyone's name other than that of my commanding officer's, and immediately hauled the vessel into the stream in order to prevent a collision between my men and the soldiers, and repaired on board the senior officer's vessel to report this unprovoked indignity offered to the service, to my commanding officer, and to myself, and to ask for instructions whereby to regulate my future conduct should the same occur again.

I have the honor to be, sir, very respectfully,

F. S. WELLS,
Acting Master, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Officer in Sounds of North Carolina.

PROVOST-MARSHAL'S OFFICE,
New Berne, N. C., November 27, 1862.

COMMANDER: Having received an order from Governor Stanly authorizing Joseph Carrow to receive certain personal property belonging to Charles F. Whall, lately deceased, said property being in the possession of Captain Wells, of the gunboat *Seymour*, I sent Carrow to Captain Wells with a communication to that effect.

Captain Wells sent a reply that he did not recognize the authority of Governor Stanly, General Foster, or myself, and should not give up the property. I then went personally to Captain Wells in order to explain the matter to him; he repeated the remark that he did not recognize the authority of Governor Stanly, General Foster, or the provost-marshal, and added that there was but one man that he should obey, and that that was Commander Davenport, and proceeded to unmoor the boat, using most disrespectful language toward Governor Stanly, General Foster, and myself. I ordered him under arrest and told him to go with me to my office; he said he could not go then, but would report in half an hour, but he has not made his appearance.

In order to avoid all trouble I desire to leave the execution of Governor Stanly's order in your hands, but would respectfully request you

to place Captain Wells under arrest, as I intend to prefer charges against him.

Very respectfully, your obedient servant,

JONES FRANKLE,
Major, Provost-Marshal.

Commander HENRY K. DAVENPORT,
Senior Commander Naval Forces, Sounds of North Carolina.

Letter of Brigadier-General Foster, U. S. Army, to Commander Davenport, U. S. Navy, concerning the authority of the provost-marshal of New Berne, N. C.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, N. C., November 29, 1862.

COMMANDER: I have the honor to acknowledge the receipt of your letter of the 28th, with enclosures. The position that you take, namely, that, as commander of all the naval vessels in the sounds of North Carolina, you can not permit the provost-marshal to execute his authority on board one of your vessels, admits, I think, of some question. I am under the impression that the provost-marshal, like a civil marshal, while acting under the authority of the governor as a civil functionary, has a right to execute his authority on any of the naval vessels while in port. He could not do this, of course, as a military officer, nor properly, even, if acting by my orders; but being under the orders of the governor at the time, places him, I think, in the right. I will, however, refer the whole matter to the governor, as it concerns him more particularly, and remain,

Very respectfully, your obedient servant,

J. G. FOSTER,
Brigadier-General, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Naval Officer, Sounds of North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting a list of vessels captured or destroyed by vessels of the North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Navy Yard, Washington, November 29, 1862.

SIR: I have the honor to enclose herein a tabular statement of the vessels captured or destroyed by the blockading vessels of this squadron since I assumed its command, according to the reports received by me up to this date.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Commanding North Atlantic Blockading Squadron.

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

[Enclosure.]

Statement of the capture or destruction of vessels by the North Atlantic Blockading Squadron since September 26, 1862.

Rate.	Name of vessel captured or destroyed.	Where.	Date.	Cargo.	Remarks.
Stmr...	Sunbeam	Off New Inlet.....	Sept. 26	Arms, etc.....	Sent home as prize.
Schr...	Name unknown.....	.....do.....	.....do.....	.....do.....	Driven ashore and destroyed.
Schr...	Revere	Off Cape Fear River.	Oct. 11	Pork, salt, etc..	Sent home as prize.
Schr...	Adelaide.....	In New Topsail Inlet.	Oct. 21	Turpentine, cotton, etc.	Burned.
Brig...	Robert Bruce...	Off Shallotte Inlet..	Oct. 22	Clothing, medicines, etc.	Sent home as prize.
Schr...	Racer*.....	Off New Topsail Inlet.	Oct. 30	Salt.....	Do.
Schr...	Pathfinder.....	Off Cape Fear River.	Nov. 3	.....do.....	.....do.....
Bark...	Sophia.....	Masonboro Inlet....	Nov. 4	.....do.....	Driven ashore and burned.
Bark...	Name unknown.....	.....do.....	Nov. 5	.....do.....	Destroyed.
Schr...	Racer*.....	Off Cedar Inlet.....	Nov. 11	Assorted.....	Towed into Beaufort.
Schr...	Name unknown.....	Masonboro Inlet....	Nov. 17	.....do.....	Driven ashore and destroyed.
Brig...	.....do.....	Near Fort Fisher.....	.....do.....	.....do.....	Driven ashore.
Schr...	Ariel	Below Cape Fear River.	Nov. 18	Salt.....	Driven ashore and burned.
Schr...	Name unknown.....	.....do.....	.....do.....	.....do.....	Driven ashore; hauled off and destroyed.
Schr...	No Name	Off Shallotte Inlet..	Nov. 19	Turpentine and rosin.	Captured and burned.

* The prize schooner Racer was abandoned at sea November 9. See pp. 208, 235-237.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding the capture of the schooner Levi Rowe.

U. S. S. MOUNT VERNON,

Off New Inlet, North Carolina, November 30, 1862.

SIR: On the 29th November, while cruising on the coast of North Carolina, according to the orders of the senior officer off this port, at 1:40 p. m., Old Inlet bearing due west, 1 mile distant, made a sail bearing from us S. E. by E. standing directly in for the land. At 2 p. m. fired a shot to bring the vessel to, and at 2:15 boarded the schooner *Levi Rowe*, of and from Nassau, New Providence, and purporting to be bound to Beaufort, N. C., with a cargo of salt, etc. When boarded the schooner was standing directly for New Topsail Inlet, it bearing from her N. W. by N., 3 miles distant, and is a noted place on the coast as being a favorable point at which to run the blockade. An English ensign was found on board, but during the chase she refused to show her colors. I was informed a few days since that salt was selling in North Carolina at \$150 per sack, Confederate scrip, and that said scrip was exchangeable in Richmond for gold at \$2.25 per cent. This information I received from two intelligent white men and one woman who came from Wilmington to take refuge on board this ship. This cargo would have brought in the Confederacy \$127,500 in scrip, which if exchanged for gold would bring \$56,666.66.

The captain of this schooner (*Levi Rowe*) was captured by this same ship on the 1st of March, 1862, while attempting to run the blockade in the schooner *British Queen*, on which occasion he was sent with his vessel to Philadelphia, where both vessel and cargo were condemned and confiscated.

All circumstances combined show that salt is almost worthless in Beaufort, and that the schooner was undoubtedly intended to run the blockade, for when discovered he was steering directly for New Topsail Inlet, which bore N. W. by N., 3 miles distant; he had a strong, fair wind, and in less than an hour she would have been inside the inlet.

In view of these circumstances, I have, with the advice and consent of the senior officer present (Commander W. A. Parker, U. S. Navy), sent the schooner *Levi Rowe* to the Port of Philadelphia for adjudication, in charge of Acting Master's Mate Ernest Hodder, and five men from this ship. I also send the captain, J. S. Dennis, and the supercargo, J. M. Taylor.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Drayton, U. S. Navy, commanding U. S. S. Passaic, of arrival in Hampton Roads.

U. S. S. PASSAIC,

Hampton Roads, November 29, 1862.

SIR: I was directed by the honorable Secretary of the Navy to report on my arrival here to Rear-Admiral Lee, and, in his absence, do so to you now, not being able to come to Newport News, as the boiler of my vessel was seriously injured this morning from the breaking of several stay bolts, and I wish to hurry the repairs. I passed Sandy Hook on the 27th at 1 o'clock, and reached this place to-day at the same hour.

I am, very respectfully, your obedient servant,

P. DRAYTON,

Captain.

Captain THOMAS TURNER,

Senior Officer, Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival of four United States steamers at Hampton Roads.

U. S. FLAG-STEAMER PHILADELPHIA,

Hampton Roads, Virginia, November 30, 1862.

SIR: The *Passaic*, *Monticello*, *Dacotah*, and *Commodore Morris* arrived yesterday in the roads.

The *Passaic* burst her boilers and needs so much work that I dispatched her at noon to-day to the Washington navy yard for repairs in tow of the tugs *Young America* and *Zouave*, with orders to Captain Drayton to report to you, and to the tugs to hurry back here, where they are greatly needed for picket, boarding, and mail-boat duty.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, etc.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to blockading officers, regarding fishing vessels.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 30, 1862.

SIR: Loyal citizens engaged in fishing and procuring oysters are permitted to pursue such avocations within the limits of my command when they can do so safely and do not violate the rules of the blockade.

Such loyal citizens can come within the outer, but can not go above the inner blockade and guard vessels and get fish and oysters and take them away; but they must not engage in trade or carry other persons than the crews of the vessels, or give aid or comfort to the rebels. These vessels must stop at all guard vessels in passing and be examined, and they must be regularly entered in the weekly returns.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

To senior officers at Newport News and Yorktown, and to commanding officers of guard vessels off Fort Mouroe and Norfolk and in the Nansemond River.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding permits.

NAVY DEPARTMENT, December 1, 1862.

SIR: I received your No. 151, dated the 17th ultimo, in reference to certain permits issued by Governor Stanly.

The Department has no additional instructions to give in relation to permits and the blockade. The order of the President concerning Norfolk extends to no other locality.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Commander Davenport, U. S. Navy, regarding the movements of the United States vessels in the sounds of North Carolina.

U. S. S. HETZEL,

Off New Berne, N. C., December 1, 1862.

SIR: I have the honor to submit the following report of the disposition of and service performed by the United States vessels under your command in the sounds of North Carolina from the 15th of November, ultimo, to date, viz:

The *Hetzel*, *Hunchback*, *Underwriter*, *Seymour*, and *Brinker* have remained at their stations off New Berne.

On the 25th ultimo, at the request of General Foster, the *Delaware* proceeded to the assistance of the transport *George Peabody*, ashore at Hatteras Inlet, and after having successfully accomplished her mission returned to her station off New Berne. On the 18th ultimo the *Ceres* sailed for the North to be repaired.

On the 20th ultimo the *Whitehead* sailed for the North to be repaired. The *Commodore Perry*, *Valley City*, *Shawsheen*, and *Lockwood* have been at their stations off Plymouth, the *Shawsheen* having in the meantime made a reconnoissance up the Chowan River as far as Winfield.

The *Louisiana* and *Miami* have remained at their stations off Washington, N. C.

The *Ellis*, on her return from a reconnoissance up New River, N. C., grounded near its mouth, and while in that position was blown up by her commander, Lieutenant Cushing, on the morning of the 25th of November, ultimo, to prevent her falling into the hands of the enemy.

On the 22d November, ultimo, the *Granite* conveyed Acting Master Westervelt to Washington, N. C.; left him on board the *Louisiana* for duty on that vessel; brought back Gunner E. A. McDonald for duty as officer in charge of ordnance stores at this place, and then returned to her station at Ocracoke Inlet.

The following is the present disposition of the United States vessels under your command in these sounds, viz:

At New Berne, the *Hetzel*, *Hunchback*, *Delaware*, *Underwriter*, *Seymour*, and *Brinker*.

At Plymouth, the *Commodore Perry*, *Valley City*, *Shawsheen*, and *Lockwood*.

At Washington, the *Louisiana* and *Miami*.

At Ocracoke Inlet, the *Granite*.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads

Unofficial and confidential letter from Acting Rear-Admiral Lee, U. S. Navy, to the Assistant Secretary of the Navy, regarding miscellaneous matters.

[U. S. S.] PHILADELPHIA (underway and shaking badly),
Hampton Roads, December 2, 1862.

Sent by Lieutenant Cushing.]

Lieutenant Cushing arrived this morning. He lost the light-draft *Ellis* with credit. His representation of his conduct impresses me very favorably. He goes up to get something to wear, and will see you and report a plan he proposes for getting information which may succeed if the idea has not leaked out; but Davenport, Scott, and Foster know it. I met General Foster here this morning. He came up to get a brigade from General Dix to march from Suffolk to the Chowan (at Winfield, about 10 miles below Gatesville), there to take water. He is now at Norfolk arranging with General Peck, at Suffolk, about it. General Foster proposes to march from New Berne and cut the railroad at or about Goldsboro; thence either to go to Tarboro and destroy the gunboats, or return to New Berne, which I prefer, and have so said to him, and thence to march to Wilmington, receiving supplies from New Topsail Inlet, brought there by his light-draft steamers (four or five of them) under Murray. He wants Murray to be in command in the sounds. As senior officer he will be in pro tem

command, which I think will serve his wishes and his official requirements for the service of aiding General Foster. I urged General Foster to get through with Goldsboro and go down toward Wilmington as soon as possible; that I would communicate with him through Murray. Told him I was preparing for an inside and outside attack on Wilmington and wanted him to give aid on the land side. (I do not suppose he can be up in time, but with Murray he may, and the moral aid of his approach will be good.) That I should go ahead when ready, and he can do the same. That for the operation against Goldsboro he need not wait for me, nor for the other either; that I shall be ahead of him, I suppose, as my operations must come off soon. I enjoined secrecy upon him; told him that but one officer around me knows it. Since he left, Murray tells me he talks. Sorry for it. When will the *Passaic* be ready, and the other vessels? Do let me know. Murray says he knows that Gunner Samuel D. Hines, now on board the *Marion*, is a "clever Wilmington and sounds pilot." He acted as pilot there for Murray when on coast survey duty. Please send him to me. If Cushing succeeds we shall learn, and it will be important to us to know the place and the character of the obstructions in the river, etc.; if they are under water at high tide, as at Norfolk, it will be well to know it. * * *

In great haste,

S. P. LEE.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Scott, U. S. Navy, forwarding information regarding blockade runners from abroad.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 2, 1862.

SIR: Enclosed herewith are printed copies of information received by me yesterday from the Department regarding the following vessels in the interests of the rebels and suspected of intentions to violate the blockade.

Steamer *Antonia* (with description), bark *Hero*, steamer *Bonita* (with description), steamer *Pearl* (with description), steamer *Cornubia*, steamers *Adelaide* and *Victoric* (with description), steamer *Melita*, steamer *Justitia* (with description of vessel and detail of cargo; no doubt about this vessel), steamer *Leonidas*, two ironclad steamers ready to sail from Newcastle-upon Tyne; ship *Louisiana* (with description), steamer *Eagle* (with description), French schooner *Georgetta Amelie*, two sailing vessels *Severn* and *Queen of the Usk*, steamer *Thistle* (with description; no doubt about her character), sailing vessels *Digby*, *Intrinsic*, *Ellen*, *Jenkinson*, *Pepita*, steamer *Nicholas III*.

Distribute these important papers among the blockading vessels carefully and by earliest opportunity.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander GUSTAVUS H. SCOTT, U. S. Navy,
Commanding U. S. S. Maratanza, off Wilmington.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding permits issued by the military governor of North Carolina for the sale of salt.

U. S. S. COMMODORE PERRY,
Roanoke Island, North Carolina, December 2, 1862.

SIR: In a letter from you to Commander Davenport you say that Governor Stanly states that he has granted no permits to sell salt in the inner waters of North Carolina. The governor must mean that he has granted no passes to trade in salt exclusively, for he has given permits to trade in the sounds and rivers to vessels partly laden with salt. It is to be presumed that he knew their cargoes when the papers were granted. The two schooners that were at Plymouth when you were there have disposed of all, or nearly all, of their cargoes under permits from Governor Stanly, but I have informed their owners that no more salt should be brought there until I received instructions from you.

Yesterday I saw at Winfield, on the Chowan River, a sutler's schooner, having salt on board, with a permit to trade. I arrested the sale of the salt, but directed Acting Lieutenant Woodward, of the *Shawsheen*, to allow the owner to dispose of the rest of his goods not contraband to loyal people.

The governor, as I stated above, granted permits to trade in the navigable waters of North Carolina, but on condition that the parties do not trade with disloyal men; that they report at all military stations, and that they shall be under the supervision of the military or naval authorities.

It would, perhaps, be well for the cause if no permits to trade were granted; but if granted, it would certainly seem wise to restrict the parties to the military posts and place them under military supervision. They should surely not be left to judge of the loyalty of their purchasers; the largest buyer might be the most loyal man.

A great deal of suffering has no doubt been relieved among the Union people near Plymouth and elsewhere by trade being in a measure resumed, and this has at Plymouth, I think, benefited the secessionists but little.

Three regiments of rebels are reported to be at Rainbow Bluff. Two regiments are reported to have gone from there lately to Virginia.

I think it probable the river is now obstructed and the batteries near completion.

I have no news to communicate. We are greatly in need of coal. The *Lockwood* is at Plymouth with none, and if I do not find a coal schooner here to-morrow I shall have none when I arrive at Plymouth.

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

C. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lec, U. S. Navy, to Commander Davenport, U. S. Navy, transmitting blockade instructions and enjoining their strict observance.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 2, 1862.

SIR: Herewith enclosed I send you blockading instructions, based upon orders from the Secretary of the Navy received by me to date,

inclusive. These instructions you will cause to be strictly followed out by the blockading vessels in the sounds of North Carolina.

Station a vessel at Ocracoke and one at Hatteras Inlet to enforce these instructions. Watch Core Sound.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy, or

SENIOR OFFICER IN SOUNDS OF NORTH CAROLINA.

[Enclosure.]

DECEMBER 2, 1862.

The blockade is intended to interdict all trade whatever with the country blockaded by the North Atlantic Blockading Squadron from the Piankatank River, Chesapeake Bay, southward to South Carolina, except the port of Beaufort, N. C., which is open to trade by the proclamation of the President.

It is necessary that sailing vessels having supplies for the army on board, passing into the sounds, should have and exhibit manifests and clearances from the custom-house at the port which they left, or quartermaster's certificates that they are in the employ of the army, or bills of lading certified by him, which papers must be carefully examined by the commanding officer of the guard boat to ascertain if they or the character of their supplies are irregular. The masters of the vessels must also certify on honor that their supplies are for the army or navy only, and that there is nothing else except the usual stores for the vessel, and the officers and crew on board.

Sailing vessels which have brought supplies to the army or navy, and which are passing out in ballast, will need no certificates, and will be allowed to pass; if, however, they carry return cargoes, it will be necessary for them to have and exhibit certificates from the general commanding the department, or from such officer or officers as he may officially designate for that duty, certifying that these cargoes are composed only of army supplies or other Government property.

As regards steamers, if the general commanding will furnish you with an official list of such as are in the regular service of the army in his department, and will agree promptly to notify you in writing of any additions to, or deductions from, this list as they may be made, such steamers will be allowed to pass in and out without stopping. Such, however, as do not appear on this list will be required to exhibit certificates or clearances as in the case of sailing vessels unless they are troop transports.

No vessel can pass in or out with merchandise except under a permit from the Treasury, War, or Navy Department, and not until such permit and her manifest have been examined by the commanding officer of the guard vessel and either the original permit (which is much preferred) or a copy of it taken and sent in with the weekly boarding returns; in the latter case, the copy is to be certified as correct by the master of the vessel and by the commanding officer of the guard vessel, who will then note on the original the date of boarding in words with his signature.

No officer of the Army or Navy of any rank, or any person other than the Secretary of the Treasury, War, or Navy, or his assistants, can give a permit to pass a vessel in or out with merchandise or articles for traffic; and any vessel attempting to pass in with merchandise or articles for traffic without a permit, as above designated, must be warned off and

the warning endorsed upon her papers, with date and signature of the commanding officer of the guard vessel. If such warning is not taken, and she persists in entering, she must be detained and the facts reported to me for reference to the Navy Department. Vessels attempting to pass out with merchandise and without a permit, as above designated, must be detained and the fact reported to me for reference to the Navy Department, unless they prefer to return, discharge, and go out in ballast.

Care must be taken not to allow vessels taking refuge in either Hatteras or Ocracoke inlets in foul weather to enter the sounds.

Each guard vessel will keep a boarding book and also make a weekly return in duplicate, showing the name and class of all vessels passing the guard vessels, date of passing, whether in or out, names of masters and owners, cargoes, tonnage, and whether with army or navy supplies, or, if by special permit, of what Department. The permits and certificates, or certified copies of them, must accompany these returns (duplicate copies accompanying the duplicate returns) and must each be numbered to correspond with the same number set against the name of each vessel, respectively, in the weekly return. These weekly returns must be forwarded by earliest opportunities.

Each guard vessel must keep the guard flag flying at all times.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Unofficial report of Lieutenant-Commander Flusser, U. S. Navy, regarding miscellaneous matters.

U. S. S. COMMODORE PERRY,

Albemarle Sound, December 2, 1862.

MY DEAR DAVENPORT: I have done nothing since the 15th ultimo except protect Plymouth. I went down to haul the *Massasoit* off three days ago; not being able to get near enough to run a hawser to her, returned to P[lymouth], and sent the *Lockwood* to her assistance; she got her off. The board, Furniss, Graves, and Engineer Newton, have examined the vessels, but have not yet finished the reports. I shall be unable to send them if I do not find coal at Roanoke, where I expect to be at 8 p. m.; it is now near 7. The *Lockwood* has no coal. I shall have barely enough to reach Plymouth with, if I find none at Roanoke. The *Valley City*, at Elizabeth City, has 4 or 5 tons, and the *Shawsheen*, at Winfield, Chowan River, has 8 or 10. I was at Winfield yesterday; no news of importance. I stopped the sale of salt there until further orders. I wrote you some time since about needing petty officers. I want now an engineer (second assistant), and want permission to make more rates. If you have made no mention of it to the admiral, say nothing of it. If you have mentioned it, jog his memory. I need one quartermaster, two quarter gunners, two coxswains, one master-at-arms, one carpenter's mate.

I have on board 11 boxes of tobacco, captured on Chowan River, in transit to Richmond, taken by *Shawsheen*.

I am much in need of the paints I required; please send them as soon as you can. Some few days since the rebels had five regiments about Rainbow Bluff fortifying; two have since gone to Virginia. I have been unable to establish a mail from Roanoke Island to Plymouth, through need of coal.

There have been no soldiers serving on the gunboats for some months, except some few of the Fourth Rhode Island Volunteers, who were attached to mine. I am only waiting for Hammell to leave to send them on with him; I know of no other way to send them.

Governor Stanly, so the admiral writes, says he has given no permits to sell salt; may be not, but he has given vessels permits to trade and dispose of their cargoes when he knew, or should have known, that they were partly laden with salt; you had better see about it. He has also given permits to trade in the navigable waters of North Carolina. It seems to me bad to grant civilians permits to trade at other places than military posts; if done, they can sell to anyone, loyal man or traitor.

I have not prevented the sale of the salt which was at Plymouth when you were there, but will not allow any more to be brought there and disposed of. If more comes, I shall seize the vessels, with or without passes.

If you send a coal schooner up, let her come to Plymouth, for neither the *Lockwood* nor *Perry* will have coal enough to come down for her.

I enclose memorandum of some things required in gunner's department.

Yours, sincerely,

C. W. FLUSSER,

Commander H. K. DAVENPORT,
U. S. S. Hetzel, New Berne, N. C.

Correspondence relative to a mutiny at Roanoke Island, North Carolina.

Letter from Major Hoffman, U. S. Army, to Commander Davenport, U. S. Navy, transmitting official request for assistance.

HEADQUARTERS, *December 2, 1862.*

MY DEAR COMMODORE: I send you the official request we spoke of. If you will kindly give the commanding officer of the *Delaware* the same orders given the naval officer in the *Hussar* case, you will oblige. The transports will sail in about an hour.

Yours, truly,

S. HOFFMAN.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, December 2, 1862.

COMMANDER: Colonel Amory requests that you will send the steamer *Delaware*, with all dispatch, to Roanoke Island to assist, if necessary, in sustaining the authority of a court of investigation sent there.

My assurance, as you desired this afternoon, is freely given.

I am, very respectfully, your obedient servant,

SOUTHARD HOFFMAN.

Assistant Adjutant-General.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Naval Officer, Sounds of North Carolina.

Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy.

U. S. S. HETZEL,
Off New Berne, N. C., December 2, 1862.

SIR: You will proceed forthwith in the *Delaware* under your command to Roanoke Island for the purpose of assisting in quelling a mutiny.

On your arrival there you will put yourself in communication with Colonel Hickman and endeavor to carry out his wishes. After having performed this duty you will return here.

I put in your charge several documents which, if you think there is an opportunity to forward, you may leave at Roanoke Island.

I am, etc.,

H. K. DAVENPORT,
Commander, etc.

Acting Volunteer Lieutenant AMOS P. FOSTER,
Commanding U. S. S. Delaware.

Report of Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Delaware.

U. S. S. DELAWARE,
Off New Berne, N. C., December 5, 1862.

SIR: I have the honor to report that, in obedience to your order of December 2, I proceeded with the steamer *Delaware*, under my command, to Roanoke Island. Colonel Hickman (whom you desired me to communicate with) not being there, I awaited his arrival.

On the morning of December 4, I saw Colonel Hickman and assured him that I would render him all the assistance possible in quelling the mutiny among the marine artillery stationed at Roanoke Island. At his request I remained at the island until 4:30 p. m. of the 4th, when he, finding everything quiet, told me he required my services no further. At 5 p. m. I got my vessel underway and arrived at this place at — a. m.

Very respectfully, your obedient servant,

AMOS P. FOSTER,
Acting Volunteer Lieutenant, Commanding U. S. S. Delaware.

Commander H. K. DAVENPORT,
Senior Naval Officer, Sounds North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence in the case of the schooner Alice L. Webb, captured by the U. S. S. Louisiana, in Rose Bay.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 3, 1862.

SIR: I submit for the consideration and decision of the Department a letter from Commander Davenport to me, dated November 29, enclosing (A) a copy of a letter from Governor Stanly to the provost-marshal at New Berne, dated November 28 (B); also a copy of the provost-marshal's note of November 29 to Commander Davenport and a copy of his reply thereto (C).

I presume it is not proper for Governor Stanly to decide a naval prize case or to order the provost-marshal to execute his decision on board of a United States naval vessel, or to assume any authority whatever over a United States naval vessel.

Any respectful suggestion from Governor Stanly is of course entitled to respectful consideration.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Endorsement.]

If capture and a prize, Governor Stanly can not interfere in the matter. A court will decide whether she is good prize, etc.

[WELLES.]

[Enclosure.]

U. S. S. HETZEL,
Off New Berne, N. C., November 29, 1862.

SIR: I enclose herewith copies of three communications, to which I respectfully ask your consideration.

The schooner alluded to by Governor Stanly was captured by the *Louisiana* at Rose Bay, and, you may remember, was the one which you directed should be brought here, appraised, and put into the naval service as a store or supply vessel.

It was but a few days after her arrival here when a man presented himself to me, claiming to be her owner, or at least part owner. I declined to deliver the vessel to him until he produced proper evidence that he was a loyal citizen of the United States.

You will perceive that Governor Stanly issues an order to the provost-marshal to "take proper steps to secure the detention of the said vessel," etc. To prevent the slightest collision of authority, and being firmly resolved that, as far as I possibly can, there shall not be a jar between the military and naval authorities, I have written to the provost-marshal that the schooner awaits the orders of Governor Stanly.

In conclusion, I beg that you will give me your views and instructions, and inform me whether the governor possesses the authority indicated in his note, and also whether he can send the provost-marshal on board of a naval vessel, as has been done, to execute an order from him.

I beg you, most respectfully, to understand that I have no feeling in the case; but I do not wish to do or submit to anything which might not meet with the approbation of yourself.

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

H. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Subenclosures.]

A.

DEPARTMENT OF NORTH CAROLINA,
New Berne, November 28, 1862.

Robert Rollinson and other loyal citizens of Hatteras complain to me that a vessel of theirs, named *Alice L. Webb*, of about 112 tons, was taken from Rose Bay, in Hyde County, by persons in the service of the Government of the United States on or about the 5th instant.

You will, on the receipt of this order, take proper steps to secure the detention of said vessel in this port until I can ascertain and examine who has any claim upon her, and why she should not be delivered to her loyal owners.

If any officer of the Navy has possession of her, a receipt given you by him, after he sees this order, will be sufficient for the present.

You will report your action in this matter to me in writing.

EDW. STANLY,

Military Governor of North Carolina.

Major FRANKLE,

Provost-Marshal.

B.

PROVOST-MARSHAL'S OFFICE, *November 29, 1862.*

CAPTAIN: Herewith I have the honor to transmit a communication from his excellency Governor Stanly, in regard to the vessel *Alice L. Webb*, which I understand is under your charge.

If you will please notify me of the facts in the case, you will very much oblige,

Your obedient servant,

JONES FRANKLE,
Major, Provost-Marshal.

Captain DAVENPORT,
Senior Commander, Naval Forces, Sounds of North Carolina.

C.

U. S. S. HETZEL,
Off New Berne, N. C., November 29, 1862.

MAJOR: In reply to yours of this date, I beg leave to say that the schooner referred to in your note was captured by the U. S. S. *Louisiana* at Rose Bay, [North Carolina], as the property of disloyal citizens.

The said schooner is here in my charge, and will be delivered to you upon the presentation of a request or order from Governor Stanly.

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

H. K. DAVENPORT,
Commander and Senior Officer, Sounds of North Carolina.

Major FRANKLE,
Provost-Marshal.

Report of Captain Drayton, U. S. Navy, of the arrival and examination of the U. S. S. Passaic at the Washington navy yard.

U. S. S. PASSAIC,
Navy Yard, Washington, December 3, 1862.

DEAR SIR: We arrived here yesterday afternoon, having been somewhat delayed by the bad weather, which prevented our running on Monday night.

I have seen Mr. Fox, who has directed Mr. Isherwood to examine the boilers himself and report. This has already been done by the yard people, who think the injuries quite serious, and owing to bad work and ignorance. When anything more positive is known I will write again. In the meantime, by way of making the most of the unfortunate accident, a series of experiments are to be at once commenced with my XV-inch gun, to establish the most convenient manner of firing it without boring out the turret ports larger than at present, Ericsson's present plan having many serious objections.

Your tugs merely remained long enough to take in a little coal and return to you at once. It was well that you gave me both; one could scarcely have towed me.

Very respectfully, your obedient servant,

P. DRAYTON.

Rear-Admiral S. P. LEE,
Hampton Roads.

Report of Commander Parker, U. S. Navy, regarding the chase of the schooner Brilliant and the capture of the schooner Emma Tuttle.

U. S. S. CAMBRIDGE,
Off Wilmington, N. C., December 3, 1862.

SIR: I have to report that at daylight a schooner was observed beating up to New Inlet. I immediately gave chase, when she ran upon Caroline Shoal. At the same time the schooner *Emma Tuttle* was observed lying under Smith's Island, less than a mile from shore. On spying us she slipped chain and stood to the S. E., coasting along Cape Fear Shoal. We overhauled her after a chase of 10 miles. The captain of said schooner acknowledges his intention of running the blockade. No other vessels in signal distance.

The first-mentioned schooner lies upon the shoal, the sea making a clean breach over her, and apparently full of water.

The captured schooner *Emma Tuttle* was from Nassau with an assorted cargo. I have sent her to New York under charge of Acting Master's Mate W. F. Durgin, with the papers and necessary orders. She had a contraband cargo.

I am, sir, very respectfully,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Hampton Roads, Virginia.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding the chase of the schooners Emma Tuttle and Brilliant.

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, December 3, 1862.

SIR: At daylight this morning I perceived a schooner close in shore making directly for New Inlet. The U. S. S. *Cambridge* and this ship immediately stood in chase. At 6:45 a. m. the *Cambridge* fired a shot from her bow gun toward the schooner. At the same time observed another schooner bearing S. W. by S. *Cambridge* made signal to engage the schooner inshore, and stood in chase of the one to the southward and westward. We immediately commenced firing from the pivot gun; the schooner heading for the shore soon after grounded. After standing in as near as expedient, the wind being from the N. E., very fresh, with a heavy sea, we fired twelve 100-pounder shells, and observing that the schooner was fast filling with water and the sea making a complete breach over her, we hauled off and stood for the U. S. S. *Cambridge*, who had by this time overtaken the other schooner and had her in tow. The schooner proved to be the *Emma Tuttle*, of Nassau. After communicating with the *Cambridge*, stood for the anchorage off New Inlet.

At 10:40 observed a sail bearing N. E. by N.; made signals to the *Cambridge* Nos. 503 and 360; *Cambridge* made signal No. 282. Immediately stood in chase. At 11:30 discovered the U. S. S. *Daylight* in chase, also; at 12:15 p. m. observed the *Daylight* board the stranger and take her in tow. At 12:30 p. m. passed within hail of the *Daylight* and

discovered the schooner to be the *Brilliant*, of Nassau. Stood back for the anchorage off Federal Point.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Commander Parker, U. S. Navy, regarding the capture of the schooners Brilliant and J. C. Roker.

U. S. S. CAMBRIDGE,

Beaufort, N. C., December 4, 1862.

SIR: I enclose herewith the report of Acting Master J. D. Warren, commanding the U. S. S. *Daylight*, detailing the capture of the schooner *Brilliant*, from Nassau; also the reports of deficiencies in officers and men of the *Mount Vernon* and *Daylight*.

The *Cambridge* last night captured the schooner *J. C. Roker*, from Nassau, loaded with salt. I would beg to be informed of the course I shall pursue when a seized vessel is found to be unseaworthy, or containing cargo insufficient to defray legal adjudication, as in the present instance I do not consider the *Roker* nor the *Brilliant* of sufficient value to hazard the lives of officers or men off stormy Hatteras, especially at this season, without a tow. I place them both in the charge of Acting Master H. P. Carr, commanding the storeship *William Badger*, to await instructions from you. The cargo of the *Brilliant* is represented to be salt. I towed her from off New Inlet.

In connection with the above, I would suggest that arrangements might be made at Beaufort to adjudicate upon such small unseaworthy craft as are mentioned above. It would certainly be advisable.

I would also suggest the propriety of our Government investigating the conduct of our consul, Mr. Whiting, at Nassau. The schooner which the *Mount Vernon* seized (of which a report has been made to you) had consular signatures upon her papers. The same may possibly be forgeries, and there may be a colluding with owners. From the character of her cargo, as well as the fact that her master has once before been taken by one of our blockading vessels, our consul at Nassau could not be deceived as to her probable destination.

The *J. C. Roker* has a consular license, sealed and signed. I enclose the confession of the master, James S. Fields. The vessel was taken about 7 miles from New Topsail Inlet.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,

Commander.

Acting Rear-Admiral S. P. LEE,

Hampton Roads, Virginia.

[Enclosure.]

U. S. S. DAYLIGHT,

Off Wilmington, N. C., December 4, 1862.

SIR: I have the honor to make a detailed report of the capture of an English schooner by this vessel.

We discovered her at 10 a. m. of the 3d instant, while cruising up and down the coast, off Masonboro Inlet, North Carolina. At 12.30 we

came up with and boarded her. We found her to be the British schooner *Brilliant*, of and from Nassau, New Providence, loaded with 300 sacks of salt, commanded by Captain D. D. Sirmond, of Beaufort, N. C., where he stated he was bound, but afterwards told me he was intending to run the blockade into Wilmington, if possible. I took her in tow and towed her to our anchorage off North Carolina and immediately reported to Commander William A. Parker, commanding U. S. S. *Cambridge*, and senior officer present, whom I found nearly ready to start for Beaufort to coal, with schooner *Emma Tuttle*, just taken prize, in tow. It was understood that Commander Parker would take the *Brilliant* in tow also to Beaufort, and there she would await the orders of Acting Rear-Admiral S. P. Lee, as I was of the opinion that she was not worth the risk of an officer and men to send North, as the schooner *Racer*, of about the same size, was sent North by me on the 31st day of October, ultimo, and was abandoned a few days after at sea. The *Brilliant* is about 33 tons, English measure, and is deeply loaded with salt, and, in my opinion, not fit to send North at this season of the year. I have therefore sent her to Beaufort, N. C., as above stated, in charge of an acting ensign and two men, to await your orders.

I herewith send list of officers and men belonging to this ship, and claim for myself, officers, and men, our proper shares of the prizes *Levi Rowe*, taken by the U. S. S. *Mount Vernon* on the 29th day of November, ultimo; the *Emma Tuttle*, taken by the U. S. S. *Cambridge*, on the 3d day of December, instant, and the *Brilliant*, taken by the U. S. S. *Daylight*, on the 3d day of December, instant. All the above-named United States steamers were and are engaged in blockading off Wilmington and under the command of Commander William A. Parker, commanding U. S. S. *Cambridge*, as senior officer present.

Very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

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

[Endorsement]

I certify that the U. S. S. *Mount Vernon* was in sight, acting in concert in the within chase.

J. D. WARREN,
Acting Master, Commanding.

Petition for release of the masters of the schooners Brilliant and J. C. Roker.

U. S. S. CAMBRIDGE,
Beaufort, N. C., December 4, 1862.

SIR: We, David D. Sirmond, master of the schooner *Brilliant*, from Nassau, and James S. Fields, master of the schooner *J. C. Roker*, from Nassau, do most respectfully pray:

That in consideration of our willing confession to the effect that we are under orders to run the blockade off Wilmington, N. C., by the owners of said schooners, and that we lost the same by being captured by the U. S. S. *Daylight* and the U. S. S. *Cambridge*, we may be allowed to leave for our homes in North Carolina by such conveyance as may by you be suggested.

We heroby earnestly solicit the above favor, and would further pray, etc.

We are, sir, very respectfully, your obedient servants,

D. D. SIRMOND,
Captain of Schooner Brilliant.

JAMES S. FIELDS,
Captain of Schooner J. C. Roker.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Witnesses:

JOS. C. CANNING,
Paymaster of Cambridge.

EZRA PRAY,
Acting Assistant Surgeon.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 1, 1862.

SIR: I have the honor to submit the following semimonthly statement of the present disposition of vessels belonging to this squadron:

Vessel.	Station.	Remarks.
Philadelphia	Hampton Roads.	Flag-steamers.
Commodore Barney	do	Ferryboat, repairing.
Myrtle	do	Guard vessel, off Fort Monroe.
Dacotah	do	Arrived November 2 from New York.
Commodore Morris	do	Ferryboat, fitting out.
Brandywine	do	Store hulk for general supplies.
Chas. Phelps	do	Do.
Roman	do	Store hulk for ordnance.
Ben Morgan	do	Do.
Young America	do	Tug.
Cohasset	do	Tug, undergoing slight repairs.
Alert	do	Do.
Arlotta	do	
Matthew Vassar	do	
William Bacon	do	
New Ironsides	Off Newport News	Ironclad.
Galena	do	Do.
Monitor	do	Do.
Choctaw	do	Under orders to proceed off Wilmington on blockade duty.
Victoria	do	Do.
Wyandotte	Norfolk, Va.	Guard vessel.
Morse	do	Ferryboat, repairing.
Stepping Stones	Nansemond River	Steamboat (ferry), guard vessel.
Whitehead	Washington, D. C.	Receiving new boiler.
State of Georgia	do	Repairing, nearly ready.
Zouavo	do	Tug, sent up with Passaic.
Ceres	Baltimore, Md.	Receiving new boiler.
Mount Washington	do	Repairing, to be finished about December 12.
Monticello	New York, N. Y.	Left the roads December 3 for repairs.
Muhaska	In York River and neighboring coast.	Off Yorktown.
Crusader	do	Blockading between Plank-tank River and Fortress Monroe.
Putnam	do	Do.
Hetzl	Sounds of North Carolina (position according to report of November 15).	

Vessel.	Station.	Remarks.
Underwriter.....	Sounds of North Carolina (position according to re- port of November 15).	Off New Berne, N. C., moving thence occasionally to differ- ent points in the sounds.
Delaware.....	do.....	Do.
Hunchback.....	do.....	Do.
Seymour.....	do.....	Do.
Brinker.....	do.....	Do.
Commodore Perry.....	do.....	Off Plymouth, N. C., and moving thence occasionally to differ- ent points in Albemarle, etc.
Valley City.....	do.....	Do.
Shawsheen.....	do.....	Do.
Lockwood.....	do.....	Do.
Miami.....	do.....	Off Washington, N. C.; arrived from the roads November 12.
Louisiana.....	do.....	Off Washington, N. C.
Granite.....	do.....	Sloop, at Ocracoke Inlet.
Ellis.....	do.....	At and about Bogue Inlet; abandoned and destroyed No- vember 23 when aground in New River.
Southfield.....	do.....	Ferryboat; left the roads De- cember 2.
Maratanaa.....	Off Wilmington and neigh- boring coasts.	Regular side-wheel gunboat.
Cambridge.....	do.....	Purchased propeller steamer.
Penobscot.....	do.....	Regular propeller gunboat.
Mount Vernon.....	do.....	Purchased propeller steamer.
Genesee.....	do.....	Regular side-wheel gunboat.
Daylight.....	do.....	Purchased propeller steamer.
Wm. Badger.....	Beaufort, N. C.	Store hulk.
Minnesota.....	Boston, Mass.	Refitting, etc.

Total, 55 vessels of all classes.

I have directed a vessel to be stationed at Hatteras and one at Ocracoke Inlet on guard or blockade duty.

Chocura and *Victoria*, at Hampton Roads, ordered to this station [Wilmington, N. C.] December 4.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Chocura, to proceed to blockade duty off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 4, 1862.

SIR: As soon as you are ready for sea, taking all the ammunition, shot, shell, fuzes, cylinders, etc., you can carry and will most need, proceed with the U. S. S. *Chocura*, under your command off Wilmington, N. C., and report to the senior officer there for duty in maintaining a strict and vigilant blockade of that port, or of such parts of the neighboring coast and inlets as he may assign to you.

This important duty requires much enterprise and careful attention. Enclosed herewith is a series of extracts from the consular correspond-

ence of Government regarding vessels in the employ of the rebels and suspected of intending to violate the blockade.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander W. T. TRUXTON, U. S. Navy,
Commanding U. S. S. Chocura, Hampton Roads, Virginia.

(Also a copy of the above to Acting Volunteer Lieutenant B. Hooker, commanding U. S. S. *Victoria*, Hampton Roads, Virginia.)

Report of Acting Rear-Admiral Lee, U. S. Navy, of the captures made by the blockading force off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 5, 1862.

SIR: I have the honor to report the following captures recently made by the blockading force off Wilmington, N. C., and the neighboring coast, in addition to those enumerated in my No. 157 of November 19:

On the 30th of November the U. S. S. *Mount Vernon*, Old Inlet at the time bearing due west, 1 mile distant, captured the schooner *Levi Rowe*, of and from Nassau, New Providence, Isaiah Dennis, master, and purporting to be bound for Beaufort, N. C., with a cargo of salt. She was at the time standing in for New Topsail Inlet.

On the 3d of December the U. S. steamers *Mount Vernon* and *Cambridge* discovered two schooners near New Inlet. In obedience to signal the former gave chase to and drove ashore one of the schooners, where, after being fired at, she filled with water and the sea made a complete breach over her. Meanwhile the *Cambridge* overhauled and captured the other schooner, which proved to be the *Emma Tuttle*, of Nassau, with an assorted and contraband cargo.

On the same day, the U. S. S. *Daylight*, off New Topsail Inlet, captured the schooner *Brilliant*, of Nassau, New Providence, loaded with about 300 bags of salt, David D. Sirmond, master, who made a written statement* (enclosed, marked A) of his intention to violate the blockade under instructions from his owner, Mr. Waman, of Nassau, New Providence.

On the night of December 3, the U. S. S. *Cambridge* captured the schooner *J. C. Roker*, from Nassau, New Providence, loaded with salt, James S. Fields, master, who made a written statement* (enclosed, marked B) of his intention to violate the blockade, under instructions from his owners, Messrs. Saunders & Sons, of Nassau, New Providence.

The *J. C. Roker* and *Brilliant* were sent into Beaufort, N. C., being unseaworthy. The *Levi Rowe* and *Emma Tuttle* were sent North for adjudication.

Up to the 4th of December, therefore, the list of vessels captured or destroyed off Wilmington, N. C., and the neighboring coast, since September 1, includes one steamer, two barks, two brigs, fifteen schooners; making a total of twenty vessels, of which six have been sent North and two to Beaufort, as prizes. The others (with the exception of one which sprung a leak and filled) were chased ashore and destroyed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

* See p. 256.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding information given by refugees from Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 5, 1862.

SIR: I respectfully report that on the morning of November 22, near Masonboro Inlet, the U. S. S. *Mount Vernon* picked up a skiff containing two white men and one white woman, refugees direct from Wilmington, N. C.

They report that the garrisons around that place were to have been immediately reenforced by 4,000 men, in expectation of an attack by the Union forces. The rebels have recommenced, since the subsiding of the fever, the construction of the two ironclads, and were expecting the arrival of iron for the purpose from Augusta, Ga. They also stated that the steamer *Kate* had been destroyed by getting on the obstructions in the river near Smithfield, and that salt was worth in North Carolina \$150 per sack in Confederate scrip.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, regarding the movement of blockade runners from Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 5, 1862.

SIR: The daily papers, under the heading of "Southern News," have the following paragraphs:

WILMINGTON, November 24.—A dispatch from Fort Fisher this morning announces that the schooner *Harkaway*, Captain Sebastian, eleven days from Nassau, with 540 sacks of salt, has arrived safely.

WILMINGTON, N. C., November 25.—A dispatch to the Daily Journal from Fort Fisher this morning says that all is quiet below. The *Pocotaligo* and *Uncle Ben* went to sea safely last night.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander W. A. PARKER, U. S. Navy,

Commanding Cambridge, off New River Inlet, North Carolina.

Commander G. H. SCOTT, U. S. Navy,

Comdg. Maratanza, off Cape Fear River Inlet, North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Drayton, U. S. Navy, relative to the U. S. S. Passaic.

Confidential.]

DECEMBER 5, 1862.

Yours of the 3d instant is received. I am glad to hear of the proposed experiments with the XV-inch gun, and hope the difficulty will be remedied. If the turret has to be cut, can not a shield be fitted, if but for light artillery or musketry? Could you carry a small, light skiff boat and oars on board (it would be very useful), and in case of

the large boats being wounded (for patching which you should be amply prepared) in taking soundings? So would a good number of small pieces of broken kentledge, with some spun yarn and small pieces of board for floats to mark shoals, etc.

Some rat-tail files of assorted sizes may be useful to spike guns from which we expect to drive the enemy.

Corrected and sent open through Mr. Fox to read.

S. P. LEE.

Captain P. DRAYTON,
[Comdg. U. S. S. *Passaic*], Washington, D. C.

Letter of commendation from Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding the vigilance displayed by that vessel and the U. S. steamers Mount Vernon and Daylight.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 5, 1862.

SIR: I have just received the reports from the *Mount Vernon* (November 30 and December 3), *Daylight* (December 3), and *Cambridge* (December 4), respecting the capture of the schooners *Levi Rowe*, *Brilliant*, *Emma Tuttle*, and *J. C. Roker*, and the chasing ashore and destroying of an unknown schooner on the 3d, near New Inlet.

I gladly avail myself of the opportunity again to express my gratification at the vigilance and activity displayed by these three vessels in thus capturing four vessels and destroying a fifth within the brief space of five days.

I suppose you had best land at Beaufort those persons picked up by the *Mount Vernon*. They may be spies. Are any of them pilots? Let the prizes at Beaufort be broken out and restowed and an inventory taken of cargo and sent to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander W. A. PARKER, U. S. Navy,
Commanding U. S. S. *Cambridge*, off New Inlet, North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding coal.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 5, 1862.

SIR: Commander Davenport's No. 45, dated November 23, was received to-day, and an application has gone to the Bureau for 800 tons of coal, to be sent immediately to New Berne, N. C., for the use of the vessels in the squadron. Make immediate requisitions on the Bureau for what additional supply you may need, specifying the time or times at which it should be sent, and send these requisitions through me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander ALEX. MURRAY, U. S. Navy, or
SENIOR OFFICER IN SOUNDS OF NORTH CAROLINA,
New Berne, N. C.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Mahaska, regarding vessels captured and destroyed in the Ware and Severn rivers.

U. S. S. MAHASKA,
Off Yorktown, Va., December 6, 1862.

SIR: Yesterday morning at 5 o'clock, with the *Mahaska* and *General Putnam*, I proceeded to Ware River, where Master's Mate Black, of this vessel, destroyed a number of large canoes and captured a sloop which a short time since carried a cargo of salt there from Back River.

Last night I anchored in the Severn, and to-day sent Lieutenant Blake with the *General Putnam* and our howitzer boat up its various branches and creeks, who returned at 4 p. m., having destroyed several fine boats and a schooner and sloop, the property of soldiers in the rebel Army, and another sloop whose owner is unknown. These vessels were high and dry on the beach, so that it was impossible for him, with the force at his command, to haul them off. He brought with him, however, two schooners, one of which, the *Seven Brothers*, belonged to a Mr. Sterling Rowe, who told me flatly he was not a Union man; the other, the *Galena*, a most beautiful craft, is the property of a Captain Willey, who professes to be a loyal citizen. He had with him a certificate of loyalty from the provost-marshal of Yorktown, a copy of which is transmitted herewith, and the enclosed permit from Commander Patterson to keep his vessel in the Severn. As she could be seized there, however, by the rebels and [in] a single night do much damage in the bay, I deemed it prudent to bring her here, where she will be under the cover of my guns, and I have not at all regretted this step since the discovery of the enclosed paper, marked A, which was found carefully stowed away in a locker of the *Galena*, leads me to believe that Captain Willey is endeavoring "to carry water on both shoulders." I am more inclined to this belief from the fact that he affected to be very communicative; said he knew some men who had served the rebels until after their evacuation of Gloucester Point, and had then taken the oath of allegiance to the Government of the United States, and that, for his part, he did not believe in such loyalty. He had ever been a Union man, had never served the rebels, and when the rebels wanted the use of his schooner he had threatened to burn her rather than let them have her, etc. Mr. Rowe spoke of Willey as "his partner."

I have the honor to be, your obedient servant,

FOXHALU A. PARKER,
Commander

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Saltonstall, U. S. Navy, commanding U. S. S. Commodore Hull, of the arrival of that vessel at Hampton Roads.

U. S. S. COMMODORE HULL,
Hampton Roads, December 6, 1862.

SIR: I beg leave to report the safe arrival at this place of the U. S. S. *Commodore Hull*, under my command.

Very respectfully, your obedient servant,

W. G. SALTONSTALL,
Acting Master, Commanding.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions regarding the disposition of prize schooners J. C. Roker and Brilliant.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 7, 1862.

SIR: Commander W. A. Parker, of the *Cambridge*, off Wilmington, under date of December 4, and referring to such prizes as the schooners *J. C. Roker* and *Brilliant*, which are reported not sufficiently seaworthy or of enough value to be sent North for adjudication, suggests that arrangements might be made at Beaufort to adjudicate upon such small unseaworthy craft.

Referring to the instructions contained in the letter of the Department to me, dated October 8, regarding a proposition of Commander Davenport to sell a small captured schooner, I beg to be informed what disposition I shall make of the schooners *Roker* and *Brilliant*, now at Beaufort, if, upon the examination I have directed, they shall be found unseaworthy or of too little value to be sent to a Northern court.

I submit respectfully to the Department the following extract from the same letter of Commander Parker, the schooner referred to being the *Levi Rowe*, sent to Philadelphia as a prize:

I would also suggest the propriety of our Government investigating the conduct of our consul, Mr. Whiting, at Nassau. The schooner which the *Mount Vernon* seized (of which a report has been made to you) had consular signatures upon her papers. The same may possibly be forgeries, and there may be a colluding with owners. From the character of her cargo, as well as the fact that her master has once before been taken by one of our blockading vessels, our consul at Nassau could not be deceived as to her probable destination.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Parker, U. S. Navy, giving information received from masters of captured schooners.

U. S. S. CAMBRIDGE,
Beaufort, N. C., December 8, 1862.

GENERAL: I glean the following information from the masters of the lately seized schooners *Brilliant* and *J. C. Roker*, to wit: There is at Nassau, intending to run the blockade, a small screw steamer, the *Lizzie*, belonging to Wilmington. Said steamer would be ready about the last of November or soon after.

Fort Fisher, at New Inlet, is considered the stronger fort compared with Caswell. There are forty guns mounted, including one 8-inch columbiad (rifled) and two Whitworth guns. The fort is built of cabbage wood, filled in with sand 14 feet thick. At Brunswick, up Cape Fear River, there is a strong work, and some 5 miles below Wilmington there is a stronger fortification in process of building.

The channels are all obstructed, with only a narrow passage, which is reported easily stopped when necessity requires, being defended by batteries on either side.

The ironclads are to be perfected whenever iron is landed, intended mainly for river defense.

In my opinion the present moment is the best time to attack Wilmington and the adjacent forts. The longer the enterprise is delayed the more difficult it will prove to be, as a large number of men are kept at work strengthening the fortifications. I believe the troops should be landed in the vicinity of Fort Caswell, although Masonboro Inlet should be examined in this connection; but a military reconnoissance will determine the relative advantages of the two places.

At the last accounts there were about 4,000 troops in the vicinity of Wilmington. The yellow fever has entirely disappeared.

Salt is selling at \$150 (Confederate money) per sack, or about \$60 per bushel, and everything else in proportion, which is a proof that the blockade has been effectual. Gold is exchanged at the rate of \$2.25 Confederate scrip for \$1 in gold.

Let me repeat that the golden moment for action has arrived.

About 700 persons died from yellow fever in October and November out of a population of about 2,500.

The impression is that if Fort Caswell is taken Fort Fisher will be abandoned.

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

WM. A. PARKER,
Commander.

Major-General J. G. FOSTER,
Commanding U. S. Army Forces, Department of North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding the disposition of the U. S. steamers Henry Brinker and Isaac N. Seymour.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 8, 1862.

* * * * *

As the *Brinker* and *Seymour* are reported in bad condition, you might detail them, under my orders of December 2, to Commander Davenport for blockade duty at Hatteras Inlet and Core Sound, where they would probably lie at anchor most of the time, unless you can make some better disposition of them. It is important that the blockade at these two points should be made effective without unnecessary delays.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEXANDER MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, commanding U. S. S. Dacotah, to proceed to blockade duty off Wilmington, N. C.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 8, 1862.

SIR: Prepare the *Dacotah* for sea; when ready, proceed off Wilmington and join the blockade, where you will be senior officer. Take on

board all the ammunition you can stow in addition to your regular allowance. Have a good supply of 10 and 15 second fuzes and some of 20-second.

Have two of your boats fitted for landing in the surf, with a suitable anchor and plenty of line, and with a surfman at the steering oar; also fit them for sounding and reconnoitering.

Observe what position off the Western Bar, [Cape Fear River], and inside the shoal affords the most favorable, the smoothest, and least exposed anchorage for our small craft, etc.

When this is done I wish you to make yourself as well acquainted as may be practicable by reconnoissance with the position of the batteries above New Inlet.

I wish you to sound the Western Bar at night, and see if it is clear and what water there is on it. Push your reconnoissance as far in as you prudently can. Calculate tide tables for both bars for this and the next month. I would like much to know what water there now is on the old bar. Please examine it also.

I send you our experienced Wilmington pilot. Treat him very well; get all the information you can from him, and keep him on board the *Dacotah* until further orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Commanding U. S. S. Dacotah, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, urging his prompt return to blockade duty.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 9, 1862.

SIR: Yours is received. I have written to the Bureau and telegraphed to Mr. Winchester. Read carefully the enclosed important extracts, showing the rebels mean to run the blockade in force. Wilmington would suit them. Its two entrances are so separated as to forbid the easy combination of the blockading force. Work day and night to get back. The *Dacotah* sails immediately. In great haste.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander BRAINE, U. S. Navy,

No. 277 Court Street, Brooklyn, N. Y.

(Similar instructions sent to Commander J. F. Armstrong, U. S. Navy, commanding U. S. S. *State of Georgia*, Washington, D. C.)

Extracts from consular reports received from Navy Department, December 8, 1862, by Acting Rear-Admiral S. P. Lee.

From U. S. consul at Altona, [Prussia], dated November 6, 1862:

The rebel agents have purchased arms in Bremen, and the ship *Alsterdam*, Captain Benson, lying in Bremerhaven, is chartered by

Adams to go to Matamoras. Freight, arms, and ammunition. Also, the bark *Herbert*, Captain Loud, now in Antwerp, is chartered for the same purpose. The *Alsterdam* will fly a Hamburg and the *Herbert* an English flag. Mr. Adams left here for Matamoras last week. I would advise a strict lookout for these vessels.

From U. S. consul at Liverpool, dated November 12, 1862:

The *Justitia*, in addition to the description of goods heretofore specified by me, has about 50 cases, say 2 feet, or a little over, long, nearly as wide, by 15 [inches] deep. They were made of thicker deals than is usual, carefully made and hooped with iron, though they weighed only about 20 pounds each, and were marked "Caution, aqua fortis. To be kept on deck." This mark is no indication of precisely what they contain, only that it is some material they dare not carry under decks. May they not be infernal machines or parts of such machines? This vessel went to Erith, 20 miles below London, on Monday night. She has since taken in at this latter place 80 tons of gunpowder, and in all probability went to sea this morning. She will be a valuable prize if any of our cruisers are fortunate enough to take her.

The U. S. consul at Cork (Queenstown), under date of November 7, 1862, reports the departure of the *Cornubia* for Nassau.

From U. S. consul at Liverpool, dated November 14, 1862:

The Confederates and their friends in this country are making rather formidable preparations for operations at sea and to get supplies into Southern ports. Besides the boats they have in ports in different parts of the West Indies, on the way across and in ports in Europe ready and preparing to leave, they have quite a number building. They have recently been buying all the fast vessels—steamers—they can find for sale, and are now in treaty for three of the very fastest and best boats that have been built in England. They are new, all alike, 480 tons each, and built to run between Dover and Calais. They are side-wheel, built in the best possible manner, covered with steel plates instead of iron, and are very fast and of light draft of water, and are wanted to run in with cargoes from Bermuda and Nassau. Two powerful steam rams, iron plated, are building in Thompson's yard in Glasgow. A screw steamer, between 400 and 500 tons, is to be launched by the 20th of this month in Laurie's yard. She is iron screw and is to have a speed of at least 14 knots, and will be ready for sea in fourteen days after launching. I will give further particulars hereafter. Two other boats like her have been commenced in the same yard for the same service. Two superior boats, of about 400 tons, are building in Banstey & Curtis's yard, Glasgow. They will be launched in from three to four weeks. Sailing ships are going out with coal, and to be used in the harbors of Bermuda and Nassau as storeships, and to receive cotton until it can be shipped in British bottoms. Steamers *Havelock*, *Giraffe*, and *Princess Royal* have all been purchased at Glasgow lately, and will go to Liverpool to take in cargo. The screw iron steamer *Thistle*, a 15-knot boat of about 400 tons burden, left Glasgow last week and is now making some alterations in Bramley Moore Dock, Liverpool. I learn she will take out several noted Southerners as passengers. She has now two 12-pounder rifled cannon aboard, put on board at Glasgow, and her decks have been strengthened that heavy guns may be discharged on them without injury. She may be destined for another 290, but will first attempt to get it with cargo and passengers. Her name is already altered, and she will not probably take another until she gets outside.

She will go via Madeira and call at St. Thomas for orders. I hear from different rebel authorities that they will soon attempt the plan, to which I have heretofore directed your attention, of running a strong supply fleet into one of the blockaded ports. Wilmington and Charleston are named, but where they make the attempt will depend on circumstances. They can not wait for the aid of their war ships now building, for Southerners recently arrived have said that the getting in of supplies was nearly their whole hope of holding out through the winter. They say they expect to lose some of their boats, but will get in enough to answer their purpose by the *Thistle* going to St. Thomas; if it be true, they will start from places less notorious for rebel operations than Nassau and Bermuda. One Southern agent lately said the hazardous task would be undertaken as soon as the boats could be got over and a place of concentrating them at some point agreed on. The *Justitia* cleared on the 11th instant.

From U. S. consul at Glasgow, dated November 6, 1862:

Glasgow is now the great resort of Southern emissaries for the purchase and outfitting, and also for the building, of iron steamers, either to run our blockade as merchant vessels or to ravage the seas as ships of war. You no doubt have been informed what ships have heretofore been built here and have left for their Southern mission, the *290*, or *Alabama*, and the *Oreto* being the most suspicious. But on day before yesterday (the 5th) the *Eagle*, a large iron screw steamer of 600 tons burden, left here laden with arms and ammunition bound for Nassau, and will await there orders from Charleston to run the blockade. The *Giraffe* will sail from here this week on a similar or worse expedition. She is about the size and build of the *Eagle*, but now belongs to the Southern Confederacy, and will be commanded by Lieutenant North, an officer of their Navy, who is expected here this week to take charge of her, though she will be under the ostensible command of a Scotchman named Dunlap. She is now knocking down her bulkheads and preparing for sea. The *Pearl*, *Thistle*, and *Perley*, all of the same class of fast iron steamers with the *Eagle*, have gone out within the last few days on the same voyage. The *Thistle* took out as passenger Mr. Wigg, who has acted as agent for the South to make the contracts for these boats. Other vessels of similar character are yet in port preparing to leave, and, more ominous still, an iron-plated frigate and ram are in process of construction and nearly completed, while a joint stock company of £20,000 capital is being organized to fit out vessels to run our blockade. I have spoken of all these as facts. I wish to be understood as giving them upon information commendable to me on which I rely.

From U. S. consul at Liverpool, dated November 7, 1862:

There are now nine vessels loading at this port for the rebels, all of which will either attempt to run the blockade or else land their cargoes at Nassau, Bermuda, St. Thomas, or Havana, to be run into Charleston on the steamers running between Charleston and those islands, viz: *Thistle*, *Nicholas III*, and *Julia Usher* (steamers); ship *Digby*; barks *Severn*, *Queen of the Usk*, and *Intrinsic*; also bark *Mary Francis* and ship *Monmouth*. These are all English vessels and will sail under the British flag. English steamers in port ready to load: *Peterhoff*, *Gladiator*, *Minnie*, *Bahama*, and *Stanley*.

From dispatch of the same, dated November 8, 1862:

The persons here engaged in aiding the rebels have purchased three more steamers to run the blockade. They are at Glasgow and are called

the *Havlock*, *Princess Royal*, and *Sultan*. I understand they are to have telescopic funnels or chimneys, so they can approach the Charleston port without showing anything but masts.

From dispatch of the same, dated November 11, 1862:

I learn from a reliable source that the steamer *Giraffe* will sail from Glasgow to-night or to-morrow, to be commanded by Captain J. A. Duguid, the same who took out the pirate *Oreto*. She is to run the blockade at Charleston; has on her a very large mail for the South and important dispatches for the rebel Government. She is said to be a fast vessel, and very likely to run in. She should be captured wherever found. There is no doubt about her character. The steamer *Antonia*, which cleared from this port some days ago, sailed from Queenstown to-day. While there she took on board 100 tons of gunpowder, in addition to the 100 barrels she took from this port. This is the report I have from a source usually correct. The steamer *Nicolai I*, or *Nicolas III*, as she is sometimes called, has taken on board some 170 cases of rifles and muskets, 1,400 bags of salt, 30 cases wire, 50 crates marked earthenware, 4 large bales of clothing, besides a number of cases the contents unknown. The bark *Severn* has taken in 65 tons of coal, 40 tons lead, 40 tierces dry caustic soda, 20 cases soda ash, 40 barrels copperas, 147 tons saltpeter, etc.; the steamer *Thistle*, 150 cases pale brandy, and about 200 cases and bales, contents unknown; the *Digby*, 450 tons coal; the *Intrinsic*, 75 tons coal; ship *Monmouth*, brandy and coal. The steamer *Julia Usher* took on board 45 tons saltpeter on the 7th instant. She has gone into the stream, and I presume is about to sail. The bark *Darence*, an English vessel of 547 tons burden, entered to-day to load for Bermuda.

In dispatch of November 14 reports the purchase of the steamer *Douglass*, by Fraser, Trenholm & Co., to sail for Nassau shortly; also, that the *Speculator*, a small English vessel, has entered to load for Nassau; cargo intended for the South. The *Julia Usher* has taken in additional cargo, consisting in part of 20 cases shot and shell, 14 cases of wheels for fieldpieces, 15 cases guns; cargo will be large and valuable. The *Severn* has taken 14 boxes of shot and shell, 18 cases Enfield rifles, and 22 kegs lead shot. The steamer *Pearl*, from Glasgow, and bound to Charleston, sailed from Queenstown yesterday. The *Nicholas III* has also sailed; before sailing took on board 1,320 quarter barrels of gunpowder.

From U. S. consul at Turk's Island, dated November 10, 1862:

The bark *Architect*, of Liverpool, England, Brig, master, from Liverpool via St. Thomas, arrived at this port on the 8th instant and sailed again the same day. This vessel was reported as bound for Havana, Cuba, laden with coal and salt, and as having put in here for water. It is rumored, however, that she contemplates breaking the blockade of Charleston or some other port.

From U. S. consul at Halifax, [Nova Scotia], dated November 20, 1862:

British schooner *Glen*, about 60 tons, cleared from this port on the 18th instant for Matamoras, laden with dry goods and other articles adapted to the Southern market; doubtless will endeavor to run into some of the inlets along the Southern coast, but if unsuccessful will continue her voyage and enter, and perhaps sell her cargo at Matamoras; was to touch at Yarmouth, in this province, where she probably took in provisions and medicines. Vessels of similar description clearing for Matamoras may be expected to leave here occasionally with the

design of running into some of the inlets along the coast, but, if too closely watched, or the inlets too vigilantly guarded to enable them to accomplish their design, will then, as a last resort, proceed to Matamoras.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, relative to miscellaneous matters.

NAVY DEPARTMENT, December 9, 1862.

I have all your notes. The arrival of the *Passaic* was very discouraging, but by getting on a large draft of men from New York, and promising them double wages, I think you will get her back by the 12th or 14th, which will be as early as you will get some of the other vessels. We have learned something by the accident. Accident is a good teacher. The ordnance vessel will be at Beaufort with a gunner on board by the 14th instant. The three mortar schooners will also join you in the roads by that time. A schooner now in our employ is expected at the yard, when her charter will be renewed and transferred to you. She is to ply from any port you wish to the sounds.

I told him (young Oushing) he might go at any scheme you consented to. Rashness in a young officer is rather commendable. Blunt has sent you four pilots. The pilots in Fort Lafayette are not to be trusted. The *Sunbeam* had an English pilot and Seward lets them all go.

Foster's scheme will never come to anything, and you are right in what you said to him. It is your work and consequently your glory. I have no doubt of your complete success. You better send for Braine. No vessel sent North for repairs can get back for a month. If there is anything else of any description whatever that is in our power to furnish you with, you have but to say the word.

If the *Montauk* gets round before you go, I think she had better watch the James River and let the *Ironsides* take an extra load of shell and shrapnel and try her hand at the beach forts.

G. V. FOX.

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

Naval demonstration on the Blackwater and Nottoway rivers, December 9, 1862.

Request from Major-General Foster, U. S. Army, to Commander Davenport, U. S. Navy, for the cooperation of Lieutenant-Commander Flusser, U. S. Navy.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, N. C., December 4, 1862.

COMMANDER: I am instructed by General Foster to request that you will give Captain Flusser authority to cooperate with him in movements, the nature of which the general will explain to Captain Flusser.

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

SOUTHARD HOFFMAN,
Assistant Adjutant-General.

Commander H. K. DAVENPORT,
Commanding Naval Forces in Sounds of North Carolina.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy.

U. S. S. HETZEL,
Off New Berne, N. C., December 4, 1862.

SIR: General Foster requests that you will cooperate with him in certain movements, the nature of which he will explain to you.

You will therefore be good enough to consult with the general and do your best to carry out his wishes.

The general informs me that he will supply you with the necessary amount of coal.

When you have no further need of the *Underwriter* you will direct her to return to this place.

I am, etc.,

H. K. DAVENPORT,
Commander, etc.

Lieutenant-Commander O. W. FLUSSER,
Commanding U. S. S. Commodore Perry.

Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Flye, U. S. Navy, commanding U. S. S. *Underwriter*, to proceed to duty at Plymouth, N. C.

Confidential.]

U. S. S. HETZEL,
Off New Berne, N. C., December 4, 1862.

SIR: You will proceed forthwith, with the U. S. S. *Underwriter*, under your command, to Plymouth, N. C., and on your arrival there you will report to Lieutenant-Commander Flusser.

I am, etc.,

H. K. DAVENPORT,
Commander, etc.

Acting Volunteer Lieutenant WM. FLYE, U. S. Navy,
Commanding U. S. S. Underwriter.

Memorandum of understanding between Lieutenant-Commander Flusser and General Foster, December 6, 1862.

1st. Captain Flusser to furnish pilots for the Chowan River to the army transports.

2d. On the 11th to be in the Upper Chowan with one or two gunboats; more gunboats if he can furnish them. These are to be reenforced by two or more army gunboats, to be under Captain Flusser's command.

3d. To communicate with Major-General Peck, commanding at Suffolk, by means of parties sent from Winfield. The letter to be so written that if it falls into the hands of the enemy he will think that the attack is to be made on the Blackwater in earnest instead of being a demonstration. The word "cooperate" will express this idea to General Peck in speaking of your assistance. This letter must be sent at once. The general impression to be given to those who may communicate to the enemy is that a serious attack is to be made on the Blackwater.

4th. The coal schooner to be brought up by Captain Graves is to be sent back to Roanoke Island as soon as the immediate wants of the gunboats are satisfied.

5th. The demonstration on the Blackwater is to continue for one week from 11th, unless Captain Flusser hears from General Foster to the contrary, and even then the strong show of force is to continue for a few

days longer, and even until General Foster sends to inform him that the main attack is completed. The force then is to make some hostile demonstration on the 11th, to keep it up until the 19th, and then to maintain a hostile attitude until he hears from General Foster.

6th. General Foster will write to General Peck, through the canal, but this not to prevent Captain Flusser sending a letter also. The rough draft* of a suitable letter is enclosed.

C. W. FLUSSER,
Lieutenant-Commander.

J. G. FOSTER,
Major-General, Commanding.

Report of Lieutenant-Commander Flusser, U. S. Navy, commanding U. S. S. Commodore Perry, of the return of that vessel from Plymouth, N. C.

U. S. S. COMMODORE PERRY,
Mouth of Roanoke River, December 9, 1862—9 p. m.

SIR: At the request of General Foster, and by order of Commander Davenport, I returned from Plymouth to-night to make a diversion on the Blackwater River and on the Nottoway, while the General marched from New Berne or Goldsboro.

I was to have been aided in my movement by General Peck, who was to have moved out from Suffolk.

I am just now in receipt of a dispatch from General Peck, in which he says he will be unable to operate as agreed upon with General Foster.

This is, I think, to be deplored, as I have information that the enemy expect an attack at Weldon and are prepared to abandon the place.

I have written to inform General Foster of General Peck's decision, and to say that I am ready to act without General Peck's aid.

The enemy is reported in large force near Hamilton and as approaching Plymouth. No danger from them.

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

C. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—I send a copy of my reply to General Peck.

Unofficial letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding ineffectual cooperation.

U. S. S. COMMODORE PERRY,
Mouth of Roanoke River, December 9, 1862—10:30 p. m.

MY DEAR DAVENPORT: No news. The movement is, I fear, killed by Peck's—I don't know what.

Yours, sincerely,

C. W. FLUSSER.

Commander H. K. DAVENPORT, U. S. Navy,
New Berne, N. C.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Major-General Peck, U. S. Army, regretting his inability to cooperate as planned.

U. S. S. COMMODORE PERRY,
Winfield, Chowan River, December 10, 1862.

SIR: I received last night your note of the 8th instant, informing me that you would be unable to move as agreed on with General Foster.

I regret this exceedingly, as I am reliably informed that the rebels expect an attack on Weldon, [N. C.], and are prepared to abandon it.

A diversion in the direction of Franklin, [Va.], would enable General Foster to take Weldon. Weldon taken and held, Richmond is greatly endangered.

I have written to General Foster to inform him of your decision, and offering to execute my part of our agreement.

A dispatch directed to me at Plymouth will reach me soon if sent to Winfield.

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

O. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Major-General JOHN J. PECK,
Commanding at Norfolk [Suffolk], Va.

Letter from Major-General Peck, U. S. Army, to Major-General Foster, U. S. Army, giving some details regarding his demonstrations.

SUFFOLK, VA., *December 12, 1862.*

Have sent communications to you via Norfolk and Winfield, giving you some details of my series of demonstrations. When we parted the enemy had in Franklin about 3,000, and as many more in the vicinity, and I was inclined to strike there. Finding the river wide and deep below and no pontoons to be obtained, and reinforcements arriving there, I was compelled to change my point of attack, and accordingly released Captain Flusser from his cooperation. Fearing capture of the messengers, I did not tell the captain where I should make the demonstrations.

On Monday I sent cavalry and artillery to the Chowan, at Manny's Ferry, [N. C.], with a view to draw the enemy's attention in that quarter, which was entirely successful. About 1 a. m., on Tuesday, the camp in the vicinity of South Quay, [Va.], was shelled.

Yesterday I sent a large force, cavalry and artillery, in the vicinity of Carrsville and Franklin, and from Colonel Spear, commanding, I learn that some 12,000 men are in that immediate locality. His force is still in that quarter.

Besides the movement toward Franklin, I sent yesterday noon every available man to demonstrate near the crossing of the Petersburg Railway and the Blackwater River. The command is still in that direction and has occupied the attention of the enemy very much, who have been reenforcing by railway, etc., all day.

Truly, yours,

JOHN J. PECK,
Major-General.

Major-General FOSTER,
New Berne, N. C.

Report of Acting Master Warren, U. S. Navy, commanding U. S. S. Daylight, of the capture by that vessel of the sloop Coquette.

U. S. S. DAYLIGHT,
Off New Inlet, North Carolina, December 9, 1862.

SIR: I have to report that on the 7th instant, while running up the coast, I boarded the ferryboat *John Adams*, from Boston for Port Royal, for Government. The captain reported a small sloop lying off and on at New River Inlet when he passed.

I was under orders to watch New Topsail Inlet, and I accordingly anchored there that night. Next morning (the 8th instant), at daylight we made a sail to the E. S. E. of us and gave chase. After coming up with her, found her to be the sloop *Coquette*, from Philadelphia for Beaufort, N. C., as he says, but I find him 48 miles from Beaufort and within 3 miles of New Topsail Inlet, undoubtedly bound into that place. I took the sloop in tow and towed her to this place. This morning I partially examined her cargo, and found 14 barrels, containing 681 bottles of whisky, which were not upon her manifest; 100 barrels of potatoes, 30 barrels of apples, and 10 barrels of onions. The potatoes, apples, and onions ought to be sold forthwith. Her captain says that he shall not try to run the blockade any more. I shall take her, being of small size and unsafe to send North at this season of the year, to Beaufort, N. C., to await your orders. She has a surfboat on board, and I found one United States flag, one British flag, and a white flag, evidently for the purpose of carrying on an illicit traffic with the shore.

Very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting a decision from the Department in the case of the seized schooner Galena.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 9, 1862.

SIR: I respectfully forward herewith a duplicate report* from Commander F. A. Parker, commanding U. S. S. *Mahaska*, regarding the destruction of canoes and boats under his direction in the neighborhood of York River. I respectfully submit for the decision of the Department his statement concerning the loyalty of the owner of the seized schooner *Galena* and the papers regarding him enclosed in Commander P.'s report.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

* See p. 262.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of vessels to and from Hampton Roads.

U. S. S. PHILADELPHIA,
Hampton Roads, Virginia, December 9, 1862.

SIR: I have the honor of informing the Department that the U. S. S. *Young Rover* arrived here yesterday from Philadelphia. The U. S. S. *Victoria* left the roads yesterday for the blockade off' Wilmington. The U. S. S. *Ohocura* left to-day at noon for the same destination. H. B. M. S. *Ariadne* arrived in the roads last night; exchanged salutes to-day.*

* * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, transmitting consular information regarding blockade runners fitting in English ports.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 9, 1862.

SIR: Enclosed herewith are copies† of important extracts from the consular correspondence of the Government regarding the following vessels, now fitting out in English ports with the intention of violating the blockade or preying on our commerce:

Steamer *Justitia* (with very valuable cargo), steamers *Havelock*, *Giraffe*, *Princess Royal*, etc., steamer *Thistle* (armed, perhaps for privateering operations), steamers *Alabama* and *Oreto*, *Nicholas III*, *Julia Usher*, *Peterhoff*, *Gladiator*, *Minnie*, *Bahama*, *Stanley*, *Sultan*, *Antonia* (with munitions of war), *Douglass*, *Speculator*, *Pearl* (all with valuable contraband cargoes). Sailing vessels: Ship *Alsterdam*, bark *Herbert*, ship *Digby*, barks *Severn*, *Queen of the Usk*, *Intrinsic*, *Mary Francis*, ship *Monmouth*, with bark *Darence*, bark *Architect*, with British schooner *Glen*, from Halifax, [Nova Scotia].

You will observe that the dispatch from the consul at Liverpool, dated November 14, 1862, speaking of the project of the rebels to run a strong supply fleet into one of our blockaded ports, mentions Wilmington and Charleston as probable points for some such demonstration. Your attention is also particularly called to the dispatch of November 20, from the U. S. consul at Halifax, regarding schooners clearing for Matamoras with contraband cargoes, evidently intending to avail themselves of any unwatched inlet along the coast to carry their cargoes to the rebels. Send several of the accompanying extracts to each ship, in order that their officers may become acquainted with the necessity for increased vigilance and activity. These papers show the necessity of your making every effort to arrive off Wilmington with dispatch, in

* Matter omitted of a routine character.

† See pp. 265-269.

order to preserve the blockade from the proposed concentrated efforts of the rebels.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,
Commanding U. S. S. Dacotah, Hampton Roads, Virginia.

Attack on Plymouth, N. C., December 10, 1862.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 6, 1863.

SIR: I have the honor herewith to transmit a copy of a report dated December 10 from Lieutenant-Commander Flusser, commanding the *Commodore Perry*, marked A, enclosing a copy of a report, marked B, and dated December 10, from Acting Volunteer Lieutenant Behm, commanding the *Southfield*, regarding an attack by the enemy on the town of Plymouth, N. C., early on the morning of the 10th of December, in which the *Southfield* received a shot through her steam drum, had three men wounded and one drowned. I have until now detained these reports, in order that I might send them to the Department accompanied by Acting Volunteer Lieutenant Behm's reply to a letter of enquiry which I wrote him on the 11th of December, a copy of which I enclose herewith, marked C. No reply, however, having as yet been received, although twenty-five days have elapsed since I sent my letter to Acting Volunteer Lieutenant Behm, I submit the enclosed reports as they are. I will forward Acting Volunteer Lieutenant Behm's explanations when received.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosures.]

A.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., December 10, 1862.

SIR: Last night I left Plymouth to operate on the Chowan River, leaving the *Southfield* to protect the port. I anchored at the mouth of the Roanoke River, and at daylight this morning returned to Plymouth, being recalled by the firing of heavy guns in that direction.

Upon reaching Plymouth I found that the enemy, taking advantage of our absence, had made an attack upon the town, fired, and partially destroyed it. The *Southfield* had been disabled by a shot through the steam chest, and boats were at work towing her down the river. We took her in tow and immediately returned with her to the town, but the enemy had retired before our arrival there. The inhabitants are in the greatest consternation and are fearing another attack to-night. As near as I can learn the enemy's force was about 600, comprising infantry, cavalry, and four pieces of artillery.

The casualties on our side are small, several citizens killed and wounded, and four men wounded on the *Southfield*.

I am, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—I send a copy of Captain Behm's report.

[Subenclosure.]

B.

U. S. S. SOUTHFIELD,
Off Plymouth, N. C., December 10, 1862.

SIR: I have the honor to report to you that at 5 a. m. we heard musketry firing on shore. We immediately beat to quarters and trained our guns on the port side, so as to command the Plymouth shore. This shore was all lined with people flying from the enemy, making it very difficult to fire without hitting our own friends. I ordered the anchor to be hove up, so as to have the boat under command, stood up the river, and was opened on by the enemy's howitzers with canister, shot, etc. This we returned instantly with all the guns we could get to bear, but the fifth or sixth shot of the enemy went through our steam chest, disabling our engine and filling our gangways and hold so full of hot steam that we could not get at the magazine, and of course were unable to fire any more at the enemy.

I ordered the boats to be lowered to tow the vessel down the stream, and around the first bend we met the *Commodore Perry*, reported to you the state of affairs, and asked you to take us in tow. This you kindly consented to, and what has been done since you were an eyewitness of. Captain B. Ewer, jr., commanding the post on shore, came on board with some of his men at 5:30 and wanted me to get his men off. I could not do so with the steamer, but offered him my three boats, the other one being disabled by a shot. He did not think this sufficient and stayed on board until you came up the river. I do not mean to attach any blame to him, except that he did not inform me in time of the enemy's attack, and as the shore was lined with people all along, instead of allowing us to fire up the streets, he prevented us from doing the execution we might have done if he had placed everyone behind the custom-house, according to the agreement made with you.

The engineers are at work patching up the hole made, and I trust they will have finished before night. I have the honor to report the following casualties:

William Armstrong, ordinary seaman, acting quartermaster, shot through the left leg while at the wheel and badly hurt; amputation most likely necessary.

John W. Smith, landsman, hit with a buckshot in the forehead; not seriously.

William Morrow, landsman, jumped overboard when the shot struck the steam chest, and has not been seen since; probably drowned; certainly missing.

The boat was thoroughly riddled at the forward end, and the enemy's aim was excellent. I am sorry to inform you that one of our IX-inch guns on the port side, marked "C. A. & Co., No. 346, 9,130 pounds," has

been cracked, having been twice hit with solid shot, 9 or 12 pounder. I herewith most respectfully request that you will order a survey on this gun. It has been fired twice since receiving those two shots, but I hardly think it safe for any continued firing.

Some thirty of my men had never been under fire before, I having received them from the *Brandywine* only a few days before leaving Hampton Roads, and they behaved very badly; the rest did no discredit to the service, and all the officers behaved excellently.

I am, most respectfully, your obedient servant,

O. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Captain C. W. FLUSSER,

Senior Officer, Comdg. U. S. S. Commodore Perry, off Plymouth, N. C.

P. S.—I have also to mention that we received two shots through our smokestack. Also that after firing the 100-pounder Parrott gun twice the vent got obstructed and we were unable to use the gun till after the action, when we cleared the vent with a drill.

—
O.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 11, 1862.

SIR: I have received from Lieutenant Commander Flusser a copy of your report to him of the 10th instant, relative to the affair at Plymouth on the 10th instant. This report should have been made to me and forwarded through the senior officer present. I wish explanations on the following points:

1st. Was the *Southfield's* battery cast loose at sunset on the previous evening and provided for night's quarters, and what projectiles had you on deck?

2d. Was your cable with buoy ready for slipping? If so, why did you stop to weigh the anchor?

3d. How many and what guns did you use in the action? How many times was each gun fired? What projectiles did you use? What amount and kind of ammunition did you expend in the action? Explain fully.

4th. For how many minutes after the steam drum was struck were you prevented from getting ammunition and from serving the guns at both or either end of the vessel?

5th. What was done to relieve the vessel of the steam? At what distance from the deck was the steam drum struck? Was anyone in the engine or fire rooms hurt? Answer fully. Send me the surgeon's sick report for this day (11th) and the surgeon's report of the wounded.

6th. Was the iron rifle screening for the pilot house up at the time of the action? With what projectiles, probably, was the man at the wheel wounded?

7th. Why did you tow the *Southfield* and her guns away from Plymouth and abandon its defense?

8th. When did you begin to leave Plymouth, and at what time did you meet the *Commodore Perry*?

9th. When did the action begin from the *Southfield*, and how long did it last?

10th. How many times, when, with what effect, and with what projectiles, probably, was the *Southfield* struck?

11th. How was the vent of the 100-pounder obstructed? What means were used at the time to clear the vent? Did you shift the gun during action?

12th. Name the men who behaved badly; report the facts in each case in writing.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Actg. Vol. Lieut. O. F. W. BEHM, U. S. Navy,
Commanding U. S. S. Southfield, Plymouth, N. C.

Additional report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Southfield, regarding the attack upon Plymouth, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 8, 1863.

SIR: I transmit herewith a copy of the letter of Acting Volunteer Lieutenant Behm, commanding U. S. S. *Southfield*, dated December 29, in reply to my letter to him of the 11th ultimo, a copy of which was enclosed in my No. 28 of January 6 to the Department, regarding the attack on Plymouth, N. C., on the 10th of December. It is just received.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. SOUTHFIELD,
Off Plymouth, N. C., December 29, 1862.

SIR: Yours of the 11th instant reached me this morning, and I have the honor to transmit to you herewith the answers to the questions asked by you. The report was made on the 10th instant, by order of Lieutenant-Commander Flusser, to him, and forwarded by him, I believe, to you.

Point 1st. Our battery has always been ready for instant action and was so on that night. We had on deck two stands of grape and two of canister, two shells of 5 second, and plenty of solid shot for each IX-inch gun, and the guns were loaded with grape. For the Parrott gun we had two shells of 5 second, two of 10 second, and one shell of 5 second in the gun. The howitzer on the upper deck was loaded with shrapnel, and we had two boxes of shrapnel on the upper deck.

Point 2d. The cable was ready for slipping. I had the anchor weighed because it was easier to haul up 5 fathoms of chain (the deck tackle being all ready to walk away with) than to pay out 10 fathoms.

Point 3d. We used the Parrott gun five times, and fired the four IX-inch guns, Nos. 2, 3, 5, and 6, fourteen times. No. 4 we could not get to bear. No. 2 (marked 342) was fired seven times; No. 3 (marked 346), four times; No. 5 (marked 332), once; No. 6 (marked 343), twice. The howitzer was fired twenty-four times with shrapnel. We fired out of the IX-inch guns two canister, seven grape, and five 5-second shells. In the Parrott gun we expended five 5-second fuze shells.

Point 4th. It is impossible for me to state the length of time we were prevented by the steam from getting to the magazine. I should say it

was full forty minutes before we could get down to the after magazine and longer than that to the forward magazine, there being no wind to drive the steam out of the gangways. The *Commodore Perry* hove in sight immediately afterwards and took us, at my request, in tow after she came up with us.

Point 5th. Before the engineer, Mr. Bradley, saved himself out of the engine room he opened the safety valve, as far as the injury to the same would allow him, the stem of the safety valve having been broken by the shot, and besides a shrapnel shot having struck the escape pipe and falling down on the valve prevented the steam from escaping upward. The sixth shot struck the steam drum at the distance of 7 feet 3 inches from the deck and fell down into the steam drum. No one was hurt in the engine or fire rooms. I enclose the report of Acting Assistant Surgeon Noyes of the 10th instant. William H. Morrow, landsman, who jumped overboard, has not been heard from up to this date. He was probably drowned.

Point 6th. The rifle screening for the pilot house was only partially up, because we could not get it up without injuring the efficiency of the compasses, which were needful until we got to Plymouth. The man at the wheel was injured by a 6-pound solid shot, which went through the three-eighths-inch iron on the port side, took a large piece of the iron with it, and went through the after part through the same thickness of iron, struck the forward kingpost on the starboard side, and then went overboard. I believe that the ragged piece of iron was the principal cause of the severe wound received by Armstrong, as, in my opinion, a round shot would never have made so fearful and tearing a wound.

Points 7th and 8th. I did not tow the *Southfield* away from Plymouth, and was never out of sight of the town. I do not believe that we were near half a mile from Plymouth when the *Commodore Perry* took us in tow. I never abandoned the defense of either the *Southfield* or Plymouth. I commenced firing as soon as the magazines were accessible, but by that time the enemy had left. To attempt to tow the *Southfield* with a current of not more than half a knot would have been preposterous, although I did say in my report that I towed her with the boats, meaning by this only to keep her from drifting on shore and keeping her the right way. I saw the *Commodore Perry* at daybreak coming up very slowly, she having started with but little steam up, but am unable to give any certain data as to time, having too much to do to look at watch or clock.

Point 9th. When the first musketry from the pickets was heard we went to quarters instantly, but the whole of Plymouth was on the banks of the river, screaming and yelling. This must have been somewhere near 5 o'clock. I did not know where to fire, having been here only two days, not knowing which way the roads led, and knowing only the custom-house and hospital. If I had fired promiscuously, I should have killed more of our friends than of the enemy, and if I had been able to get information as to where the enemy's battery was placed and where I ought to have fired, I could have done some good. As it was, the whole thing was done so quickly, the burning of the houses and the disabling of the *Southfield*, that I had no chance whatsoever to prevent either the one or the other. As near as I can come to it, the action commenced at some fifteen minutes after 5, when the enemy opened on us. Not more than five, certainly not more than ten, minutes elapsed before the steam drum was struck, disabling us, and I think it must have been near half past 6 when we first got sight of the *Commodore Perry*.

Point 10th. The *Southfield* was struck eight times with solid 6-pound shot, twice through the smokestack, once at the port forward davit, once through the pilot house, once through the wardroom and steam drum, once in the guard, and twice on the No. 3 IX-inch gun; how often by shrapnel and canister I can not say, but the pilot house door, the front of the pilot house, the front of the house, and the decks show the marks. I should say we were struck with shrapnel and canister ten or twelve times.

Point 11th. The 100-pounder Parrott was fired five times, and when the vent was found obstructed we tried to clear it with priming wire and boring bit but were unable to do so. The gun was removed and No. 2 gun put in its place. After the action we accomplished the clearing of the vent by a vent drill, but I am unable to say what the obstruction was, as the drill went down into the cartridge, bringing up nothing but powder, and the gun has been fired since.

Point 12th. As regards the bad behavior of the men, it is impossible for me to make out specifications. It was dark at the time, I was on the upper deck, and they did not shirk before the shot struck the steam drum; everything then was in such confusion, and I was unable to get on deck for some time afterwards, that I should be loath to charge individuals. When the escape of steam allowed us to enter the magazine again everything went all right, but the enemy had then disappeared and we had nothing to fire at. I have asked the officers of the different divisions but have not been able to bring home charges to individuals. Quartermaster Peter M. Greeham, who was with me in the U. S. bark *Braziliera*, was transferred to the U. S. frigate *Congress* and joined me again last spring at New Berne, behaved well. He served the howitzer on the upper deck admirably and did his duty well. This came under my own personal observation and I think it therefore my duty to mention it. Shrapnel and canister were flying thick all over us, but he kept on firing at the enemy wherever there was a chance. I have tried to answer your questions to the best of my ability and trust they will prove satisfactory. The whole thing was done quickly and well by the enemy. The distance from which we were fired at was not more than from 300 to 500 yards and their aim was excellent. If it had not been for the unlucky hit in the steam drum, when we were on our way up the river, and if I had been informed by the land forces where the enemy had placed or were about to place their guns, I think the result would have been different. My report was made out soon after the action and this will account for some discrepancies between this and the former. The whole is a sad chapter of accidents and decidedly a bold thing on the part of the enemy, but if I had known that the *Southfield* would have to go on service such as this I should have applied for twelve howitzers besides one Parrott gun forward and one IX-inch gun aft, and she would have been then a much more efficient vessel for this service. The large guns in a river not more than 400 to 500 yards wide are not efficient and if the *Southfield* is to be kept in this service I should most respectfully request that her armament should be changed and that 100 sheets of three-eighths or one-half inch iron may be sent to her at the earliest opportunity.

I am, most respectfully, your obedient servant,

CHAS. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of sick and wounded on board U. S. S. Southfield, December 10, 1862.

Name.	Rate.	Age.	Where born.	Disease or injury.
Chas. Coleman.....	Seaman.....	28	New Jersey.....	Rheumatism.
T. J. Carmon.....	Landsman.....	25	Baltimore.....	Fistula.
Patrick McGraw.....	do.....	18	Brooklyn.....	Rheumatism.
J. Carney.....	do.....	19	England.....	Dysentery.
J. F. Herrschaft.....	do.....	23	New York.....	Rheumatism.
Wm. Armstrong.....	Ordinary seaman.....	22	Nova Scotia.....	Leg shot away.
Jas. Splarm.....	Landsman.....	21	Ireland.....	Gunshot wound, right leg.

[Subenclosure.]

[U. S. S. SOUTHFIELD, December 10, 1862.]

SIR: I have to report the following men wounded on board this vessel during the engagement this morning:

William Armstrong was wounded by a 6-pound shot, which completely tore away the muscles and vessels of the right leg; the limb will have to be amputated.

James Splarm, wounded by piece of shell in right leg.

John W. Smith, buckshot wound in head, slight,

Respectfully, etc.,

W. H. D. NOYES,
Acting Assistant Surgeon.

[COMMANDING OFFICER.]

Report of Captain Ewer, U. S. Army.

PLYMOUTH, N. C., December 10, 1862.

SIR: At 4:30 o'clock this morning our pickets were driven in by a force (as near as we can estimate) of four companies of infantry and one of cavalry and four pieces of artillery. They came in immediately, driving all before them. Our forces (some 200 men), after making all the resistance possible, took refuge in the custom-house. The artillery was planted so as to fire upon us there, by which means considerable damage was done. The town was fired in many places, and this morning is pretty much destroyed, including the building used for headquarters and all things therein.

At the third discharge of the enemy's artillery the gunboat *Southfield* received a shot through the boiler, which disabled her, but her captain kept up as brisk firing as his crippled condition would allow. The gunboat *Commodore Perry*, hearing the firing, came to our assistance, but was too late, as the enemy had left.

At roll call this morning some thirty men were missing; several are wounded, one dangerously. I am in hopes some of the missing will come in, but some are no doubt prisoners. A number of the enemy are known to have been shot, as they were seen to fall, but were carried away by their comrades.

Further particulars will be forwarded as soon as we can obtain them.

Respectfully, your obedient servant,

B. EWER, JR.,
Captain, Commanding Post.

General FOSTER.

[Telegram.]

SUFFOLK, [VA.], *December 11, 1862.*

I have forwarded communications from Captain Flusser for you to Norfolk by special car, and care of General Viele.

JOHN J. PECK,
Major-General.

Rear-Admiral S. P. LEE.

Unofficial letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., December 12, 1862.

MY DEAR DAVENPORT: Plymouth is about two-thirds or three-fourths gone. There are some fourteen of the Massachusetts men missing.

I threw some shells last night at the enemy about 1 mile or a little more outside of town; they made no attack.

Provisions we need. Send up schooner pretty soon.

I send the doctor of *Southfield* to Norfolk to-day with wounded men. Regards to McCann and doctor.

Yours, sincerely,

O. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
Senior Naval Officer in the Inner Waters of North Carolina.

The *Southfield* has not yet patched her steam drum, but will probably be able to get steam to-morrow.

Letter from Acting Lieutenant Renshaw, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, transmitting information concerning the C. S. S. Richmond, etc.

U. S. S. LOUISIANA,
Off Washington, N. C., December 10, 1862.

SIR: I have respectfully to forward the enclosed letter that was sent me by the person to whom it is directed.

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

R. T. RENSHAW,
Acting Lieutenant, Commanding.

Acting Rear-Admiral LEE,
Commander in Chief North Atlantic Blockading Squadron.

[Enclosures.]

C. S. FLOATING BATTERY DREWRY,
Richmond, December 3, 1862.

DEAR SIR: Will you be so kind as to forward the enclosure the first chance to my wife. I am in the service again, and I have written six letters and have not received a line from home since I left. I gave to Mr. Gulick \$100 for you to forward to my wife. Will you please to see to it. If you have not seen Mr. Gulick, just write him in respect to

it, and by so doing you will place me under many obligations for your kindness, and believe me to remain,

Yours, truly,

SAM'L MERRILL.

FERMER SATTERWHITE, Esq.

P. S.—There is no news at present. The *Richmond* will leave here for the bluff the first high tide. She will be hard to get if her engines are only powerful enough, but that is doubtful. They think they will not be able to get over $5\frac{1}{2}$ or 6 miles out of her.

DECEMBER 10, 1862.

DEAR MURRAY: Samuel Merrill, who writes the enclosed letter, was taken prisoner at Elizabeth City, and only a short time since left this place after being exchanged.

Mr. Satterwhite lives outside the lines, so I would ask that this may be strictly secret.

Very truly, yours,

RENSHAW.

Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officers of the U. S. schooners Arletta and William Bacon to proceed to blockade duty off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 11, 1862.

SIR: As soon as you have received on board the U. S. schooner *Arletta* the stores for the vessels off Wilmington, which you may receive from Commander Totten, of the *Brandywine*, and from Lieutenant-Commander Phenix, naval ordnance officer at Fort Monroe, you will with all dispatch proceed with the U. S. schooner *Arletta* under your command off Wilmington and report to the senior naval officer there for such duty as he may assign in assisting to maintain a strict and vigilant blockade of the inlets to that port and along the neighboring coast.

Enclosed herewith is a series of printed extracts from American consuls, etc., regarding the preparation and movements of vessels suspected of being in the interests of the rebels. Make yourself familiar with the contents of these papers.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master W. G. WRIGHT, U. S. Navy,

Commanding U. S. Schooner Arletta, Hampton Roads, Virginia.

(Similar letter to Acting Master William P. Rogers, U. S. Navy, commanding U. S. schooner *William Bacon*, Hampton Roads, Virginia.)

Naval reconnoissance, December 12-16, 1862, in the Neuse River in co-operation with army expedition against Goldsboro, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, to proceed to New Berne, N. C.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 2, 1862.

SIR: Proceed to New Berne, N. C., deliver the enclosed order (of which a copy is enclosed for you) to Commander Davenport, put your-

self in communication with Major-General Foster, and, with the aid of such of the naval gunboats in the sounds as you may select and such army gunboats and transports as the general may place at your disposal, give him all the assistance in your power to promote the objects of his march. You will be senior naval officer in the sounds until further orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander MURRAY.

[Enclosure.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 2, 1862.

SIR: Commander Murray has been ordered by the Department to report to me for temporary duty in the sounds of North Carolina in connection with certain military operations now in process of completion. Of course, being senior to yourself, he will for the time being exercise such naval authority as he, in his judgment, may think proper to further the objects in view. You will therefore extend to him all the facilities which are in your power.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander H. K. DAVENPORT,
Commanding U. S. S. Hetzel, New Berne, N. C.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Hetzel, of arrival at New Berne, N. C.

U. S. S. HETZEL, *December 5, 1862.*

ADMIRAL: I arrived at this place (New Berne, N. C.) before daylight this morning, being fortunate enough to fall in with the *Delaware* at Roanoke Island.

An investigation as to amount and character of ordnance on hand is in progress by order of Commander Davenport, and the impression is with him that we have sufficient. Commander Davenport also thinks that in the course of this investigation it will be discovered that we have some ordnance on hand which can not be used; of course that will be returned, as directed by you, to Hampton Roads.

General Foster left this morning early for Plymouth, N. C., and is expected to return to-morrow or the next day.

I find the *Seymour* can be put in condition for temporary duty in about a week; but as the boilers of this vessel are reported very bad, and her general condition bad, I doubt if we can rely on this.

The only vessel that will suit our purpose, and is in a good condition, is the *Delaware*. I expect, however, that one or two other vessels may be patched up for the occasion from the Navy. I do not know as yet what the Army may be able to produce in the shape of suitable vessels, but soon will.

Very respectfully, your obedient servant,

A. MURRAY,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Major-General Foster, U. S. Army, to Commander Davenport, U. S. Navy, requesting his supervision of the defenses of New Berne, N. C.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, December 9, 1862.

SIR: Will you, pending the duration of the expedition now about starting, take under your charge the care of the defenses in the water surrounding this town and give all such instructions as you may deem necessary for its defense by water?

The exhibition of this request will be sufficient authorization from me to any officers in command of any of my forces afloat.

I have the honor to be, very respectfully, your obedient servant,
J. G. FOSTER,
Major-General, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Naval Officer of Forces in Sounds of North Carolina.

Letter from Major-General Foster, U. S. Army, to Commander Murray, U. S. Navy.

HEADQUARTERS, December 10, 1862.

SIR: Your favor* is at hand. The general begs that you will send the light-draft boats up as far as possible and do the best under the circumstances, if only a reconnoissance and diversion.

Yours, very respectfully and truly,
SOUTHARD HOFFMAN,
Assistant Adjutant-General.

Commander MURRAY, U. S. Navy.

Letter from Major-General Foster, U. S. Army, to Commander Murray, U. S. Navy, regarding a cooperative movement.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, December 10, 1862.

SIR: I move according to agreement to-morrow morning at daylight. I hope that you will be ready to cooperate with me by moving up the river [Neuse] with your flotilla as soon to-morrow as you can be prepared to move. I shall attack K[inston?] on the evening of the 12th or the morning of the 13th instant. I trust and expect that these boats will make themselves heard through their armament at the time of my attack. The following are the signals that are to be used if necessary, viz:

One gun or rocket means the advance is here.

Two guns or rockets mean we are advancing, fire ahead.

Three guns or rockets mean your shot fall short.

Four guns or rockets mean you are firing over, shorter range.

Every facility will be furnished by the quartermaster and all concerned in fitting out these boats in every requisite; you will only have to demand to get what you require, though, as we are about moving, the bureaus will be almost denuded of officers.

I beg that you will use your own facilities as far [as] practicable.

Trusting that you will start there at the earliest moment,

I remain, most respectfully, your obedient servant,
J. G. FOSTER,
Major-General.

Commander MURRAY, U. S. Navy.

* Not found.

Letter from Commander Murray, U. S. Navy, to Major-General Foster, U. S. Army, stating the difficulties in the way of cooperation.

U. S. S. HETZEL, *December 11, 1862.*

GENERAL: Mr. Rudrow [?] goes to report stage of water.

I hope, general, you are perfectly aware of the little dependence which can be placed upon these improvised armed boats. They are very frail, and will be fortunate, even with a good stage of water, if they overcome the natural difficulties in the river [Neuse] and escape destruction from small-armed men on its banks. Facing a battery of heavy guns under circumstances so favorable to the enemy would, in my opinion, be impracticable, the channel being so narrow that we are compelled to approach him from one position with no opportunity or room to maneuver.

I write you these hurried lines to prevent you expecting from us more than I think we can accomplish. All we can do will be done, and I hope the result may justify the belief that I undervalue our services.

If the water is too low for us, there will be an end.

Wishing you every success in your gallant enterprise,

I remain, with much respect, yours, truly,

A. MURRAY.

Major-General FOSTER,

Commanding Department of North Carolina.

Report of Commander Davenport, U. S. Navy, regarding the cooperation of gunboats.

U. S. S. HETZEL,
Off New Berne, N. C., December 12, 1862.

* * * Commander Murray is absent with the gunboats up the Neuse River, on service in connection with the expedition of General Foster. The *Seymour* and *Shawsheen*, with the army boats *Allison*, *Ocean Wave*, and *Port Royal*, succeeded in passing the bar about 2 miles above this point, where the *Delaware* and *Lockwood* are still aground.

The army had a slight skirmish with the enemy at Trenton, [N. C.], on Wednesday night, [December 10], last, since when we have heard nothing further. The weather has been all that could be desired for active operations.

The schooner *Minnehaha*, with stores for the use of the naval vessels in these waters, arrived this day.

I have the honor, etc.,

H. K. DAVENPORT,
Commander, U. S. Navy, and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Murray, U. S. Navy.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 20, 1862.

SIR: I have the honor to enclose herewith a copy of a letter just received from Commander Murray, and dated the 11th instant, regarding the preliminary naval arrangements connected with the movement of General Foster against Goldsboro, and forwarding communications*

* See p. 282.

from Acting Lieutenant Renshaw, commanding U. S. S. *Louisiana* at Washington, N. C., enclosing a private letter, dated the 3d instant, from Richmond, which gives information regarding the rebel ironclad *Richmond*, copies of which papers are annexed to the enclosed.

I have the honor to be, sir,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NEW BERNE, N. C., *December 11, 1862.*

ADMIRAL: The march commenced to-day. The first division of our boats will push up the river [Neuse] this afternoon to a safe point above, where I expect to join them to-night. The stage of water is very unfavorable (of course), the boats frail, the crews undisciplined; for, save a slight infusion from the navy vessels, I have to rely on the coast guard.

I have informed General Foster that he can expect but little aid beyond the moral effect; yet we risk much.

I have prepared the vessels as much as possible to resist musketry. Several navy officers arrived to-day, some en route to Cape Fear.

All appears to be going on well, except the persistency of Governor Stanly in giving others the means of furnishing aid, comfort, and information to the enemy.*

* * * * *

I am, very respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Murray, U. S. Navy.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 21, 1862.

SIR: I have had the honor to communicate, in my No. 226 of yesterday, the preliminary naval operations† connected with the expedition against Goldsboro.

Herewith I respectfully enclose a copy of Commander Murray's unofficial report, of the 16th, regarding the movements of the naval branch of this expedition.

I await an official report from him, which, when received, will be forwarded to the Department without delay.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

* Personal matter omitted.

† See report of Commander Murray of December 11, 1862, p. 286.

[Enclosure.]

Unofficial.]

NEW BERNE, N. C., *December 16, 1862.*

ADMIRAL: I have just returned from our Neuse River expedition. It has been tolerably fruitful in results; the demonstration on the river was, according to contraband accounts, startling to the enemy.

We encountered many difficulties, the most fatal of which was the low stage of water. The *Allison*, a very light-draft boat, with Lieutenant-Colonel Manchester on board, succeeded in getting within shelling distance of the batteries, about 4 miles below Kinston. He received two shells—one through his smokestack and one through the wheelhouse. Several (three) men were wounded; we had one killed and one wounded, by musketry from the banks, on board the *Ocean Wave*.

At this time the military forces had not arrived; the pickets were driven in; night put a stop to further operations, and our boats were placed on the defensive.

In the morning it was discovered that a fall in the river of 19 inches prevented any further advance; and that day we were compelled to listen at a distance to the attack of General Foster, which was successful.

I am now sending off flatboats, in tow of a little stern-wheel steamer, to bring back the wounded (175).

The navy gunboats could only get about 15 miles up. I could not get under fire, except from the guerillas, which did but little damage; a little stern-wheel boat which I kept in the rear for my own use ran ahead of me when I was aground and did not see the signals.

I think we were useful, but [to] what extent I do not know, as there are no official reports. The river is too low for the lightest draft boats to operate. I am afraid we can not get the flats.

The *Shawsheen* had her rudder knocked off, and Master's Mate Williams had his thigh broken endeavoring to get her off.

The *Seymour*, *Lockwood*, and *Shawsheen* are aground 4 miles above and will not be gotten off until the wind changes. The *Ocean Wave* is sunk on a snag, but will be raised without difficulty.

I have no copy of this and write unofficially. General Foster is in the advance. I had a note to-day.

Davenport gave me all the aid in his power.

I send by the *Port Royal* some officers, who go to join their vessels.

Commander Olitz is here awaiting transportation to New York.

I am, in great haste, very respectfully, your obedient servant,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE.

Order of Commander Murray, U. S. Navy, to Lieutenant-Commander McCann, U. S. Navy, to place an armed force on board the steamer *North State*.

U. S. S. FIETZEL,

Off New Berne, N. C., December 17, 1862.

SIR: The stern-wheel steamer *North State* goes up the Neuse River to-night; put ten men and an officer, armed, on board of her.

Very respectfully,

A. MURRAY,
Commander, etc.

Lieutenant-Commander W. P. McCANN, U. S. Navy,
Commanding U. S. S. Hunchback.

P. S.—Give the men 40 rounds of ammunition each. Send an officer capable of taking command of the steamer. Be careful of the arms, keep the men well under cover, and communicate and be governed by Mr. Thompson on board the *Wilson*.

A. MURRAY,
Commander, etc.

Additional report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Murray, U. S. Navy.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 24, 1862.

SIR: I am happy to inform the Department that I have received from Commander A. Murray, a copy of which is enclosed, official information of the successful results of General Foster's expedition to Goldsboro, and that due credit is accorded to the naval cooperation, though the stage of water in the Neuse rendered it impossible for our vessels to proceed so far as was desirable.

Commander Murray's report of the 20th states that two of the boats under the command of naval officers are still up the Neuse River, about 6 miles from Kinston, for the purpose of bringing down the sick and wounded.

Copies of Commander Murray's letters to me of the 11th and 16th, regarding the preliminary movements and the subsequent progress of the expedition, have been forwarded to the Department with my confidential communications 226 and 229.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. HETZEL,
Off New Berne, N. C., December 20, 1862.

SIR: I am officially informed that General Foster, having satisfactorily accomplished the object of his expedition, namely, the destruction of the railroad bridges and track near Goldsboro, is now on his return to this place, where he is expected to night or during to-morrow.

Two of the boats under the command of naval officers are still up the Neuse River, about 6 miles from Kinston, for the purpose of bringing down the sick and wounded.

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

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—General Foster has returned. The expedition was a complete success, and due credit accorded to naval demonstration.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 10, 1863.

SIR: I respectfully enclose a copy of the official and satisfactory report (December 30) of Commander Alex. Murray on the expedition up

the Neuse River, which left New Berne on the 12th of December for the purpose of cooperating with Major-General Foster in his late movement against Goldsboro, and enclosing a copy of the report to Commander Murray, dated December 16, of Lieutenant-Colonel Manchester, commanding the coast guard, which operated under Commander Murray.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. HETZEL,

Off New Berne, N. C., December 30, 1862.

ADMIRAL: The naval movement up the Neuse River, for the purpose of cooperating with the military forces in furthering the views and plans of General J. G. Foster in his advance upon the fortifications at Kinston and the railroad at or near Goldsboro, consisted at starting of the following vessels, viz:

Name of vessel.	Commanding officer.	Number of men.	Guns.
Delaware ¹	Acting Volunteer Lieutenant A. P. Foster, U. S. N.....	70	3
Shawshoen ¹	Acting Volunteer Lieutenant Woodward, U. S. N.....	30	3
Lockwood ¹	Acting Master G. W. Graves, U. S. N.....	30	3
Seymour ¹	Acting Master F. S. Wells, U. S. N.....	30	3
Ocean Wave ²	Major Mears, Marine Artillery.....	50	1
Allison ²	Gunner E. A. McDonald, U. S. N.....	24	2
Port Royal ²	Acting Master G. B. Thompson, U. S. N.....	17	2
Wilson ²	Captain Rodgers.....	15	1
North State ²	Captain Berry.....	12	1

¹ Navy boats.

² Army transports.

The army transports were armed and equipped by officers and men of the Navy, and a part of the Marine Coast Guard under Lieutenant-Colonel Manchester.

This flotilla left New Berne on the evening of the 12th instant, the *Allison*, *Port Royal*, *Ocean Wave*, and *Wilson* in the advance, under Colonel Manchester, with orders to reconnoiter, and, in case of an attack or the discovery of batteries, to fall back on the heavier vessels. This movement was partially strategic, and was very successful. The attack on the batteries, the falling back of the lighter boats, the shelling of the woods, and the feint to land a force on the north bank had the desired effect.

None of the vessels were injured seriously, the *Allison*, with a crew of sailors from the *Hetzel*, under Gunner McDonald, and having Lieutenant-Colonel Manchester, of the Marine Artillery, on board, received three shots from the fire of the enemy's batteries, wounding four men seriously. One man belonging to the Marine Artillery was killed on board the *Ocean Wave*, having exposed himself to the firing from the banks. Several were slightly wounded.

Acting Master Thompson, of the *Hetzel*, temporarily commanding the *Port Royal*, destroyed the batteries and brought away the sick and wounded of the army, some 400 in number.

These boats were partially protected from small-armed men by means of bales of hay.

When, besides the low stage of water, it is considered that we had but forty-eight hours to prepare these light steamers for war purposes, it is a subject of congratulation that we could accomplish so much.

I enclose report of Lieutenant-Colonel Manchester. These operations occupied in all ten days.

I am, very respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—Master's Mate Williams, of the *Shawsheen*, had his thigh broken by the parting of a hawser while attempting to drag off the *Seymour*.

Casualties.

Killed.—E. J. Perkins, marine artilleryman.

Mortally wounded.—James Lloyd, colored boy of the steamer *Ellis* (since dead).

Severely wounded.—Master's Mate Williams, of the *Shawsheen*.

Slightly wounded.—Six, names unknown.

A. MURRAY,

Commander and Senior Officer in Sounds of North Carolina.

[Subenclosure.]

HEADQUARTERS MARINE ARTILLERY,

New Berne, December 16, 1862.

SIR: In accordance with your instructions, on the 12th instant, after waiting until 4 o'clock p. m. at Willis's Landing and learning that your boats could not reach me for want of water, I proceeded, on board the steamer *Allison*, accompanied by the steamers *Ocean Wave*, *Port Royal*, *Wilson*, and *North State*, to ascend the Neuse River on a reconnoissance toward Kinston. At dark I anchored in the neighborhood of Lee's Landing, about 20 miles from New Berne by the river [Neuse], making all disposition for defense in case of attack. At daylight on the 13th got underway and, with much difficulty and labor, worked our way up to within 2 miles of Kinston, meeting with but slight opposition from the guerrillas on shore, by whose fire one man (of the crew of the late steamer *Ellis*) was seriously wounded. About two miles from Kinston, upon a turn in the river, we suddenly found our boats in face of a ten-gun battery and penned within the river, with a space of about 100 feet to move the boats. I immediately ordered the *Port Royal*, *Ocean Wave*, and *Wilson* to retire (the *North State* not having arrived) and interposed the *Allison* between the battery, which had opened fire, and these boats. The boats had to be backed down, as the river would not admit of their being turned, and it occupied some twenty to thirty minutes. We replied to the enemy's fire with one Parrott gun, the first fire being within canister range. Three shells were exploded within the batteries with apparent effect, as the enemy ceased their fire for some time after. It was sunset when the firing commenced, and it became dark so soon that I was scarcely able to get the boats under the protection of the trees before we were left to grope in total darkness. The enemy's shell exploded over and around us with but little damage. The *Allison* received three shots, one taking off the tip of the pilot house, the next passing through the roof and through the smokestack, and the third cutting off some fenders and light work. Our boats were moored in double line, hay, beef, bread, etc., being packed along the sides, the guns were put into battery on the decks, and bags of oats

spread over the decks. In this position we awaited until morning in expectation of the appearance of the enemy. Several attempts were made to reconnoiter our position in the early evening, which were promptly defeated by the sentinel's fire. A reconnoissance was made on shore, but with little information gained. Soon after taking up our position for the night we heard a heavy firing a few miles to the westward of us, which lasted for half an hour. At daylight in the morning, upon examination I found the largest boat on the bottom, and that the water had fallen during the night over 19 inches. I immediately ordered one of the lighter boats to hitch on to the *Ocean Wave* and drag her off, and then to drop down the river to deep water. This was a slow operation, as we had to go sternforemost and our boats often grounded. The forenoon was consumed in getting 5 miles. Here we found the *North State* and learned of a force being below about 3 miles to dispute our passage down. We winded all our boats but the *Ocean Wave* and started on for 2 miles farther, when we succeeded in turning her. The *North State* was sent forward to find the enemy's position, the others following to shell them out. About a mile from an old dam, where the river was swift, on a turn, we found a party, but they fled after one of their number had been tumbled into the river by a shot. Firing was kept up occasionally by the enemy for 5 miles, when we came upon a party who fired upon us from a log house on the river's bank. This party stood but one fire and ran, leaving, as we learned, several killed and wounded. Here, from a contraband, we learned that a party of 70 had crossed over that morning to obstruct the river at Oldfield Bank Landing, and that, by the addition of others, we might expect to meet 140 men there. We proceeded at once to the place, the enemy keeping up an occasional shot at us. Here we found them in possession of both sides of the river and occupying the turn so as to fire into the sterns of our boats. They opened upon the *Ocean Wave* with a volley, which was returned with interest, and the other boats, seeing the enemy's position from their fire, opened their cannon with grape and canister with such effect that the last boat could find no one to fire upon. The boats, after a short delay, passed on to Street's Ferry, and then, meeting with the boats of the Navy, reported to you. In the last fight, one man, Edwin J. Perkins, of Marine Artillery, was killed, and another of that regiment, and a member of the signal corps, were seriously wounded. Our loss is 1 killed and 3 severely wounded, and several slightly wounded. Of the enemy, 1 was shot from the bridge and fell into the river, and 2 were blown to pieces on the bank. At the log house 30 men are said to have been in it when two 30-pounder Parrotts, loaded with canister, were fired through it, at a distance of 200 feet, and at the Oldfield Bank Landing the fire of the *Ocean Wave*, *North State*, and *Port Royal* was direct and within 400 feet of the enemy.

The *Ocean Wave* and *Allison* are somewhat shattered, both by shot and by contact with trees, etc. The *North State* has lost her rudder, and the other boats are in good order for use.

Respectfully, etc.,

H. A. MANCHESTER,
Lieutenant-Colonel, Commanding Marine Artillery.

Commander A. MURRAY,

Commander and Senior Officer in Sounds of North Carolina.

P. S.—In the haste of the above report I forgot to mention Acting Master Thompson, of the *Hetzel*, to whose aid and coolness I was much indebted for the success of this expedition.

H. A. MANCHESTER,
Lieutenant-Colonel, Commanding Marine Artillery.

Abstract log of the U. S. S. Delaware.

December 11, 1862.—At 7 p. m. ran aground in Neuse River.

December 12.—At 12:20 p. m. Commander Murray, with a part of the signal corps, left this vessel and went aboard the *Seymour*. She, in company with the balance of the fleet, proceeded up the Neuse.

December 13.—At 11 a. m. heard heavy firing in northerly direction. At 12:30 p. m. succeeded in getting our vessel afloat, proceeded down the river, but at 1:30 ran on sunken stumps in the river and held fast.

December 15.—At 3 p. m. floated off the stumps with the assistance of steamers. Steamer *Port Royal* towed us to New Berne.

December 23.—At 7:45 p. m. anchored off Plymouth.

Report of Commander Parker, U. S. Navy, regarding joint expedition against Mathews Court-House, Va., December 12, 1862.

U. S. S. MAHASKA,
Off Yorktown, Va., December 12, 1862.

SIR: I have the honor to report to you that I have just arrived from the East River, where, at the request of General Naglee, I landed this morning at sunrise a detachment of infantry (Les Enfants Perdus) 50 in number, and 95 of the Sixth New York Cavalry, under Major Hall, with my marines and howitzers, manned by 60 seamen, in charge of Acting Master [Benjamin] Dyer, and proceeded to Mathews Court-House, distant 2 miles from the landing place. After moving about half a mile the command commenced driving the enemy's pickets, and at a point a little beyond the court-house fell in with a small party of cavalry, not above fifteen, I think, who made a stand for a moment until our advanced guard fired a volley, when they rode off. Ascertaining here that their force was not above forty in all, I halted the infantry and artillery, while Major Hall with his cavalry continued the pursuit, and as a considerable number of our cavalry was dispatched from Gloucester Court-House very early this morning to cut off their retreat, I do not see how the rebels can escape. After resting a short time in the village, where I caused the post-office to be searched, but found nothing, I returned with our men and the infantry to this vessel.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Brigadier-General Naglee, U. S. Army, regarding joint expedition against Mathews Court-House, Va.

HEADQUARTERS FIRST BRIGADE,
Yorktown, Va., December 16, 1862.

* * * * *
The Fifth Pennsylvania Cavalry were thrown out at 1 a. m. of the 12th to the North End Mill, on the Piankatank River road, preparatory to the landing a few hours later of Captain [William P.] Hall, with 90 of the Sixth New York Cavalry, below Mathews Court-House, where

he had been conveyed and landed in an admirable manner by Captain Foxhall Parker, under the protection of the crew and guns of the *Mahaska*, assisted by one company of the Independent Battalion of New York, Colonel Comfort.

* * * * *

Very respectfully, etc.,

HENRY M. NAGLEE,
Brigadier-General.

Lieutenant-Colonel D. T. VAN BUREN,
Assistant Adjutant-General, Department of Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, for the distribution of information regarding blockade runners in foreign ports.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 13, 1862.

SIR: I forward herewith, for careful and thorough distribution among the vessels off Wilmington and the neighboring coast, a number of printed extracts from reports of consuls at London, Liverpool, and Belfast, regarding the following vessels known or suspected of being in the interest of the rebels:

Steamers *Julia Usher*, *Thistle*, *Gladiator*, *Giraffe*, *Cornubia*, and *Daylight*, all of which, excepting the *Gladiator* and *Daylight*, have left English ports with munitions of war for the rebels; steamers *Iona*, *Pearl*, *Thistle*, *Antonia*, *Giraffe*, *Eagle*, and nine others, lately purchased for or by the rebels, and the following sailing vessels: Ship *Monmouth*, cleared for Nassau; bark *Intrinsic*, sailed November 17; bark *Severn*, sailed November 21 for Nassau; brig *Peep of Day*, with description; bark *Chatham*, loading for Nassau.

You will observe that in addition to the above a large number of sailing vessels have been purchased lately to run the blockade, etc.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

*Comdg. U. S. S. *Dacotah* and Senior Officer off Wilmington, N. C.*

P. S.—I have enclosed a number of copies of these extracts to the senior officer off New Inlet for the vessels at that point in case you should not be there yourself.

[Enclosure.]

From U. S. consul at Liverpool, dated November 18, 1862:

The *Julia Usher* has not yet sailed. She took on yesterday 3 more large cases containing guns, 12 cases shells, and 4 other cases, contents unknown. She will sail from this port direct for Havana. The bark *Intrinsic* sailed yesterday, having cleared on the 14th instant.

From U. S. consul at Liverpool, dated November 21, 1862:

The ship *Monmouth* cleared for Nassau on the 18th instant. The steamer *Thistle* cleared for Havana and Nassau, via Madeira, on the 18th instant and sailed on the 19th instant. On the day she cleared

she took on board a large number of cases containing guns. The bark *Severn* cleared for Nassau yesterday and will sail to-day. Her cargo is a valuable one, consisting of arms, shot, shell, and military goods. The steamer *Julia Usher* is ready for sea, and will sail most likely to-morrow. The steamer *Gladiator* entered to load on the 19th instant. The brig *Peep of Day* is bound for Charleston, but will most likely clear for Nassau. Description: *Peep of Day*, brig, late *Ella* and previously *Ella Fleming*, 196 tons; hull painted green; square stern; small top gallant fore-castle deck; masts, mastheads, yards, and bowsprit painted black. The bark entered to load for Nassau on the 19th instant; 354 tons; hull painted black; square stern; small bust painted white for figurehead; masts, mastheads, and jib boom bright. The steamer *Giraffe*, which sailed from Glasgow, has important dispatches and documents. Within the past few weeks the following fast steamers have been purchased in England to run the blockade: *Iona*, *Pearl*, *Thistle*, *Antonia*, *Giraffe*, *Eagle*, *Havelock*, *Princess Royal*, *Northumbria*, *Nicolai I*, *Douglass*, *Perley*, *Britannia*, *Wave Queen*, and *Justitia*. Of these the *Iona* has been sent off Greenock. The steamer *Cornubia* recently sailed from Glasgow. During the last six weeks a large number of sailing vessels have been purchased and taken up to run the blockade or carry supplies to Nassau, Bermuda, or Havana.

From U. S. consul at London, dated November 21, 1862:

The *Justitia* sailed last week. The papers of this week report that a very fast and valuable steamer called the *Daylight* has been purchased this week either by the rebels or their sympathizers here for the Confederates.

From U. S. consul at Belfast, dated November 22, 1862:

The steamer *Giraffe* has just left the Clyde to cross the Atlantic, with a view to run the blockade. She is schooner rig, with paddle wheels of medium size. She is unquestionably loaded with munitions of war.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting documents regarding the seizure of the British schooner Golden Eagle, December 13, 1862.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 12, 1863.

SIR: I enclose herewith (A) a copy of the report of Lieutenant-Commander De Haven, dated December 14, on the seizure by him of the schooner *Golden Eagle*; a copy of my advice to him (B), dated December 26, to discharge her from custody if he had no more evidence against her than that presented in his report (A); and (C), Lieutenant-Commander De Haven's explanations, dated March 2, regarding the alleged pillaging, etc., of the *Golden Eagle* while under detention at Beaufort.

This last report is made in obedience to the Department's letter of enquiry to me, dated February 10, and enclosing a copy of a communication from Lord Lyons to the Secretary of State on the subject.

In Lieutenant-Commander De Haven's communication (C), he states that he would require from Acting-Ensign S. K. Luce, who was placed in charge of the schooner *Golden Eagle*, a detailed report on the subject. This has not yet been received by me; but as Lieutenant-Com-

mander De Haven, with the *Penobscot*, is now at the Washington navy yard, where he and his officers are accessible to direct enquiry by the Department if necessary, I have thought it proper to make this report.

I will forward the statement of Acting-Ensign Luce as soon as received.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure 1.]

A.

U. S. GUNBOAT PENOBSCOT,
Harbor of Beaufort, N. C., December 14, 1862.

SIR: I have to report that yesterday morning about 10 o'clock, this vessel being on the passage to this port for repairs, I boarded the schooner *Golden Eagle*, under English colors, of and from Nassau, New Providence, and consigned to Thomas Duncan, Beaufort, N. C.

The captain and crew I have on board this vessel; the schooner I placed in charge of Acting Ensign S. K. Luce, with orders to proceed to Beaufort, N. C. I have had an examination of the crew of the schooner, and send herewith the information elicited.

The papers of the *Golden Eagle* are endorsed by the American consul, and appear correct with the exception of the shipping articles, where there is a discrepancy in the amount of monthly wages purported to have been paid the men.

The movements of the schooner being suspicious, and her cargo (salt) contraband, I have thought best to hold her for further instructions from yourself.

Acting Master's Mates H. B. Nickerson and George K. Knowlton, Acting Ensigns Daniel W. Glenney, Samuel H. Mead, and Edward A. Small, ordered to the U. S. steamers *Cambridge* and *Mount Vernon*, reported to me this morning. Both of those vessels have gone North for repairs, hence I have thought best to direct their return to Hampton Roads and report themselves to you.

Very respectfully, your obedient servant,

JOSEPH E. DE HAVEN,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Subenclosure.]

Information elicited from examination of crew of English schooner Golden Eagle.

Arthur Baine, cook, says he is a native of Nassau; shipped on board schooner *Golden Eagle* to make the passage to Beaufort, N. C.; his wages were to be \$25 per month, which was more than the current price for such vessels; have been on the coast twelve days; had several days fair wind if bound to Beaufort, which we did not avail ourselves of; were in 7 or 8 fathoms last evening; believes the vessel was intended to run the blockade.

John Davis, mate, born in Milford, England; shipped in Nassau for \$40 per month to go to Beaufort, N. C., in schooner *Golden Eagle*;

have never seen land on this coast; has no idea that the captain intended to run the blockade; saw an American frigate day before yesterday, tacked and stood away from her; the usual wages on such a voyage are \$25 per month; does not know why he was paid more; does not [know] why he is down on shipping articles for only \$25 per month.

John McKenzie, captain, lives in Liverpool; shipped at Nassau to take schooner *Golden Eagle* into Beaufort, N. C.; has been on this coast two days; struck soundings yesterday for first time; has had light winds since leaving Nassau; the *Golden Eagle* is owned by Sawyer & Menendez, of Nassau.

Zacharias Murray, shipped in Nassau for Beaufort, N. C.; wages to be \$25 per month; \$15 advanced by owners, the balance to be paid after getting to sea, which has not been done; was told when shipped that the vessel was bound to Beaufort, N. C.; have not anchored on this coast; the usual wages of seamen out of Nassau are \$14 or \$15; on vessels intending to run the blockade, \$25 per month.

Michael Culman, seaman, shipped for \$25 per month to go to Beaufort, N. C.; the captain promised me not to attempt to run the blockade; I received no advance; the usual coasting wages are about \$15.

John Fernando, seaman, lives in Nassau; shipped in Nassau to go to Beaufort for \$25 per month; left Nassau three weeks ago to-day; night before last saw a frigate, but she did not speak us; thinks from the actions of the *Golden Eagle* that he intended to run the blockade; the usual price paid seamen to run the blockade is from \$25 to \$50; for trips to New York men only get from \$12 to \$16.

The *Golden Eagle* is owned by Mr. Menendez. He has lost several in attempting to run the blockade, two of which were the *Racer* and *British Queen*.

JOHN MACKENZIE.

[Enclosure 2.]

B.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 26, 1862.

SIR: Your report of the 14th instant, regarding the seizure of the schooner *Golden Eagle*, and enclosing some information elicited from her crew by an examination, has been received.

There is not, I think, evidence given in your letter and its enclosure sufficient for the condemnation of the *Golden Eagle*, and unless you know of additional proof enough to condemn her, which would justify sending her in for adjudication, it would be well to release her.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. E. DE HAVEN, U. S. Navy,
Commanding U. S. S. Penobscot, off Wilmington, N. C.

[Enclosure 3.]

C.

NEW YORK, *March 2, 1863.*

SIR: Your communication of the 19th ultimo, accompanied with a copy of a letter from Captain John MacKenzie, claiming compensation for seizure and detention of the schooner *Golden Eagle*, also for property pillaged while detained, was received yesterday.

In my report of the 14th of December last I made known the circumstances under which it was deemed necessary to detain that vessel, and in compliance with your instructions of 26th of same month, released her.

The claim for provisions consumed can not, I think, be sustained, as the officer and men detailed for her were provisioned from the *Penobscot*.

The claim for property pillaged I have no knowledge of, there having been no complaint made to me on the part of Captain MacKenzie or his crew of that character; therefore I must conclude that the accusation made is altogether without foundation.

The movements of the schooner at the time of her seizure were suspicious, showing a desire to evade the blockading vessel on the coast of North Carolina by standing to the southward and eastward when the wind was fair for vessels bound for the port of Beaufort, N. C., and distant from that port about 20 miles.

I will, at the earliest moment, forward instructions to the officer who was placed in charge of the schooner, Acting Ensign S. K. Luce, to report in full regarding the matter.

Very respectfully, your obedient servant,

JOS. E. DE HAVEN,

Lieutenant-Commander, U. S. Navy, Comdg. U. S. S. Penobscot.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Assistant Secretary of the Navy, concerning proposed attack upon Wilmington, N. C.

Confidential and unofficial.]

SUNDAY, December 14, 1862.

I have written urgently to Commander Armstrong and Mr. Lenthall for the *State of Georgia*, and to Lieutenant-Commander Braine and Admiral Paulding for the *Monticello*, with Kroehl and his fixtures.

In consequence of the consular dispatches revealing the rebel plan to concentrate their vessels and force the blockade of Wilmington, I sent the *Chocura* to the blockade, but have now recalled her to tow, and shall dispatch the *Colorado* there as soon as she comes.

The vessels to tow ironclads must be able to take them into Beaufort if necessary. I need, therefore, the *State of Georgia* and *Monticello*. The *Chocura* is an additional provision. I counted on the *Ossipee* and *Juniata* without knowing their draft.

When Captain Case brought me word that you would send several more named ironclads, I thought you intended to make sure work of Wilmington by engaging its defenses with all the ironclads intended for Charleston. The vessels bringing them here could take them on, and the *State of Georgia* and *Monticello* would meantime be ready for towing down, the first the *Passaic* and the latter the *Monitor*. The *Minnesota* can tow one or two ironclads if the *Chocura* is along to take them into Beaufort if necessary.

If the upper James or Pamunkey is to be protected by ironclads, are there now enough ready for this and the operation on the coast? Please give me a list of vessels I am to have, stating when each will be here. Could I have gone up last evening, we could have talked at the Department to-day, with my illustrated chart before us, over views which have occurred to me since I left you, and I could have returned here to-morrow morning. The good weather, the weak state of the blockade, and

the pressure on Richmond are the main causes for urgency now. The enemy has had ample time in eighteen months to prepare his defense, and is now publishing that he is to be attacked, which, when done, should be done in sufficient force to allow for casualties and insure success. I am arguing for all the force you can give—more monitors if you can.

If the ironclads could safely go into New Inlet, thus allowing an inside and outside attack on the works there, Federal Point, the whole force could be used at once and together; but if the former is obliged to enter over the Western Bar, the attack is divided and weakened. Fort Caswell and its obstructions have to be got by or taken. Is the force you intend applicable and sufficient for that? Let me know just what is it to be. I am willing anyhow.

The *Cambridge* and *Mount Vernon* are just come. The former is probably in real want of repairs, the latter only out of order. A survey to-day, a report to you to-morrow.

Two English captains just called—Ross, of the *Cadmus*, and Watson, of the *Petrel*—just from off Charleston. *Merlin* (French) inside harbor there; *Petrel* returns there. Report negroes detected burying arms in coffins with mock funerals (stuff, I suppose—mere pretense for men-of-war to be there and for ultimate intervention); told him there was less cause for apprehension of an insurrection now with the whites all armed than during ordinary holidays. Ross said the *Merlin* could take off their consul and family if needed, and that the 700 or 800 British subjects there could not embark and could go into the country.

This letter is too important in its statements to be expressed. Please be careful of it.

General Foster is in earnest and will do good.

S. P. LEE.

Hon. G. V. Fox,
Assistant Secretary, Navy Department.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, commanding U. S. S. Miami, to proceed to blockade duty off Cape Fear River.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 14, 1862.

SIR: Proceed with the U. S. S. *Miami* under your command to the south entrance off Cape Fear River with dispatch and report to the senior officer present for duty there on the blockade. Leave two of the IX-inch guns, with their fixtures, or such part of your battery as you may think necessary in view of this change of service, with the commanding officer in the sounds for the use of other vessels there. It is desirable, however, that the battery of the *Miami* should be kept as efficient as possible.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Lieutenant ROBERT TOWNSEND, U. S. Navy,
Commanding U. S. S. Miami, Sounds of North Carolina.

If you need coal, etc., and can not get supplies in the sounds with dispatch, touch at Beaufort for them.

S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, to send the U. S. S. Miami to the blockade off Wilmington, N. C.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 14, 1862.

SIR: I send you the *Commodore Hull*. Relieve the *Miami* of some of her battery, if her commander desires it, and let her proceed with dispatch to the blockade off Wilmington.

I am hurrying the *Whitehead* and *Ceres*.

General Foster is in earnest and is doing well. I count on him with confidence. All is going well, except some unavoidable delays.

The Richmond Dispatch of the 11th instant says that Longstreet's corps was the principal sufferer at Fredericksburg the other day.

The navy agent at Philadelphia has some boiler iron to send you for rifle screening.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEXANDER MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Goldsborough, U. S. Navy, commanding U. S. S. Colorado, to proceed to blockade duty off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 14, 1862.

SIR: Get ready for sea. Fill with coal. Get your men from the *Brandywine*. Take in as much additional ordnance stores as you can carry and proceed with dispatch off Wilmington to protect the blockade of that port. We have advices that the rebels are preparing to concentrate their vessels with a view to force the blockade of Wilmington in order to get their much-needed supplies. Perhaps you had better remain off the New Inlet entrance for the present. Commander Scott can inform you as to the instructions heretofore given for guarding the inlets above and below Wilmington. It is of vital importance to prevent all violations of the blockade. A close watch of the entrances into Wilmington and of the inlets on the coast is of much consequence at this time, when the enemy is suffering for supplies.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain J. R. GOLDSBOROUGH, U. S. Navy,
Commanding U. S. Frigate Colorado, Hampton Roads.

P. S.—Enclosed herewith is a series of extracts from the foreign correspondence of Government regarding the fitting out and movements of vessels suspected of intention to violate the blockade or of being otherwise in the interests of the rebels. Your especial attention is called to them.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding offensive operations against Wilmington.

NAVY DEPARTMENT, December 15, 1862.

SIR: For the purpose of offensive operations against the defenses of Wilmington, N. C., I have added the following vessels, temporarily, to your command: *Colorado*, *Ossipee*, *Juniata*, *Dacotah*, *Connecticut*, *Rhode Island*, *Columbia*, *Sophronia*, *Racer*, *Passaic*, and *Montauk*. The *Dacotah* is already with you. The others will reach Hampton Roads on or before the 19th instant.

Leaving a sufficient force in the waters of Virginia to act on the defensive, you will take advantage of the most favorable weather to move against Wilmington. Being fully acquainted by your visit to Washington with the views of the Department in regard to this important point, and relying upon your prudence, judgment, and skill, I commend you and your brave associates to Him who has so often given victory to our naval force.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of vessels to and from Hampton Roads.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 15, 1862.

SIR: I have the honor to report that, on the afternoon of the 13th instant, H. B. M. S. *Cadmus* and *Petrel* arrived in the roads from off Charleston, S. C. At 1:30 yesterday the U. S. S. *Colorado* arrived here, five days and five hours from Portsmouth, N. H. The U. S. S. *Commodore Hull* left here last evening for the sounds of North Carolina, via Hatteras Inlet.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Murray, U. S. Navy, regarding the movements of naval vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., December 15, 1862.

SIR: I have the honor to submit the following report of the movements of the U. S. naval vessels in these sounds for the fortnight ending at date, viz:

The *Hetzel*, *Hunchback*, and *Brinker* have remained at their stations off New Berne.

On the 2d instant the *Delaware* proceeded to Roanoke Island for the purpose of assisting in quelling an anticipated mutiny. She returned to New Berne on the 5th instant.

On the 3d instant the *Southfield* arrived at Hatteras Inlet, and, after a short delay in getting over the swash, proceeded to Plymouth.

On the 4th instant the *Underwriter* left her anchorage off New Berne and proceeded to Plymouth, where she has remained.

On the 6th instant the *Delaware* proceeded to Hatteras Inlet to assist the *Southfield* in getting over the bulkhead, but before her arrival there the *Southfield* had left for her destination.

On the 10th instant the *Shawsheen* arrived at New Berne from Plymouth.

On the 11th instant the *Delaware*, *Shawsheen*, and *Seymour* proceeded up the Neuse River to act in conjunction with the expedition of General Foster.

On the 12th instant the *Lockwood* arrived from Plymouth and immediately proceeded up the Neuse River. The gunboats returned this day, having failed, on account of the low stage of water, to ascend more than 10 or 15 miles.

The *Commodore Perry*, *Southfield*, *Valley City*, and *Underwriter* have been employed in the defense of Plymouth and in operations on the Chowan River.

The *Miami* and *Louisiana* have remained at their stations off Washington, [N. C.].

The *Granite* has been employed in watching Ocracoke Inlet.

The following is the disposition of the above vessels at date, viz:

At New Berne, the *Hetzel*, *Hunchback*, *Delaware*, *Shawsheen*, *Lockwood*, *Seymour*, and *Brinker*.

At Plymouth, the *Commodore Perry*, *Southfield*, *Valley City*, and *Underwriter*.

At Washington, the *Miami* and *Louisiana*.

At Ocracoke Inlet, the sloop *Granite*.

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

A. MURRAY,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT,

Washington, D. C., December 16, 1862—9 p. m.

I think you [had] better come up to-morrow.

G. V. FOX,
Assistant Secretary.

Acting Rear-Admiral LEE,
Hampton Roads, Virginia.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 16, 1862.

SIR: I have the honor to submit the following semimonthly statement of the present disposition of vessels belonging to this squadron:

Vessel.	Station.	Remarks.
Philadelphia.....	Hampton Roads	Flag-steamer.
Colorado.....	do	Steam frigate, under orders for blockade of Wilmington, N. C.
Mystic.....	do	Guard vessel off Fort Monroe.
Cambridge.....	do	Arrived December 14, from off Wilmington, repairing.
Mount Vernon.....	do	Do.

Vessel.	Station.	Remarks.
Commodore Morris	Hampton Roads	Fitting out.
Commodore Barney	do	Repairing.
Brandywine	do	Store hulks for general supplies.
Charles Phelps	do	Do.
Roman	do	Store hulks for ordnance supplies.
Ben Morgan	do	Do.
Arlotta	do	Taking on board stores for vessels off Wilmington, N. C.
William Bacon	do	Do.
Zouave	do	Tug, repairing.
Cohasset	do	Tug, tender to guard vessel.
Alert	do	Tug, tender to flag-steamers.
New Ironsides	Off Newport News	Ironclad.
Galena	do	Do.
Monitor	do	Do.
Young America	do	Tug, on picket duty.
Wyandotte	Norfolk, Va	Guard vessel.
Morse	do	Repairing at navy yard.
Stepping Stones	In the Nansemond	On guard duty, etc.
Mahaska	Between Pamkatank River and Fort Monroe.	Off Yorktown, blockading.
Crusader	do	In the bay, blockading.
General Putnam	do	do
Hotzel	In the sounds of North Carolina (according to report of December 1).	At New Berne, N. C.
Hunchback	do	Do.
Delaware	do	Do.
Underwriter	do	Do.
Seymour	do	Do.
Brinker	do	Do.
Commodore Perry	do	At Plymouth, N. C.
Valley City	do	Do.
Shawsheen	do	Do.
Lockwood	do	Do.
Louisiana	do	At Washington, N. C.
Miami	do	At Washington, N. C., under orders for off Wilmington, N. C.
Southfield	do	Left the roads for Plymouth December 2.
Commodore Hull	do	Left the roads for New Berne December 14.
Matthew Vassar	do	Schooner, left the roads December 10 for New Berne, thence to go off Wilmington Sloop, at Ocracoke Inlet.
Granite	do	do
Dacotah	Off Wilmington, N. C.	do
Maratanza	do	do
Genesee	do	do
Penobscot	do	do
Chocura	do	do
Victoria	do	do
Young Rover	do	Left the roads December 15.
Daylight	do	do
Minnesota	Repairing at Northern ports.	At Boston.
Ceres	do	At Baltimore.
Mount Washington	do	Do.
State of Georgia	do	At Washington, D. C.
Whitehead	do	Do.
Passaic	do	Do.
Monticello	do	At New York.
William Badger	Beaufort, N. C.	Store hulk.

Colorado, Miami, and three mortar schooners under orders for this station [Wilmington, N. C.].

Respectfully submitted.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Young Rover.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 16, 1862

SIR: I have the honor to report that the U. S. steam bark *Young Rover* left the roads last night to join the blockading force off Wilmington, N. C.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting papers relative to trade and blockade in the sounds of North Carolina.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Va., December 16, 1862.

SIR: I transmit enclosed copies of papers in relation to trade and the blockade in the sounds of North Carolina, with a descriptive list of the same, for the information and decision of the Department.

I hope that my efforts to carry out the instructions of the Department will meet with its approval.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure No. 1.]

List of correspondence referred to in the accompanying letter.

A. December 2, blockading instructions* sent to senior officer in the sounds by admiral.

B. December 9, Commander Murray to admiral.

B². December 8, Commander Davenport's letter to admiral, enclosing papers, as follows:

1. December 4, Permit to schooner *Mary Jane Kennedy* from Governor Stanly to trade.

2. December 6, Commander Davenport to Governor Stanly regarding the above permit.

3. December 6, Governor Stanly to Commander Davenport in reply to above, enclosing:

4. December 6, second permit to schooner *Mary Jane Kennedy*.

5. December 7, Commander Davenport to Governor Stanly.

C. December 16, Admiral Lee to senior officer in the sounds regarding the above correspondence.

* See p. 248.

[Enclosure No. 2.]

B.

U. S. S. HETZEL,
Off New Berne, N. C., December 9, 1862.

ADMIRAL: I have forwarded a communication of Commander Davenport containing correspondence between his Excellency Governor Stanly and himself, by which you will see that a conflict of opinion and authority exists. I do not find your instructions explicit as regards inland navigation and trade, but, judging from the spirit of them, I am inclined to take the same view with Commander Davenport and Lieutenant-Commander Plusser.

There is no doubt Governor Stanly has given over his official signature permission to trade within all navigable waters in North Carolina. I am not fully acquainted with Governor Stanly's power in the premises, but so manifest a disregard of the duties expected of us can not, I infer, be permitted, but, in consideration of the respect due to the high position of Governor Stanly, I have given orders to honor those passes as far as relates to posts occupied by the military forces of the United States. Governor Stanly has thus far modified his passes to meet that view, but does not, I understand, yield his right to give unlimited ones, as well as to arrest naval officers who fail to respect them. Governor Stanly also grants passes to enter the sounds by Hatteras to vessels whose draft of water excludes them from the channel by Core Sound; this, if allowed, would subject the naval officer, very properly, to the charge of not comprehending his duties. I still hope that a respectful remonstrance with the governor will have the effect of recalling him to a proper consideration of the duties of the blockading vessels which he appears to have lost sight of.

A vessel, the *Brinker*, will be sent to Hatteras with a copy of your instruction; one is already at Ocracoke. Core Sound will also be watched.

* * * * *

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

A. MURRAY,
Commander, Senior Officer in Sounds of North Carolina pro tem.
 Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure No. 3.]

B².

U. S. S. HETZEL,
Off New Berne, N. C., December 8, 1862.

SIR: I enclose copies of several papers with a correspondence with Governor Stanly.

I beg leave to call your attention to the modification in Governor Stanly's permit after the receipt of my letter; the first, you will perceive, granted permission to trade in any of the navigable waters of North Carolina without specifying whether occupied by the United States forces or not, while the second is specific and confines the vessel to the port of Plymouth.

The master of the vessel brought me the permit, the first presented to me here, asking if there was any objection to his proceeding on his voyage, to which I answered in the affirmative, supposing that he would not have been sent to me merely as a matter of form.

I had but a few days before received a letter from Lieutenant-Commander Flusser, in which he says:

Governor Stanly, so the admiral writes, says he has given no permission to sell salt. May be not, but he has given vessels permits to trade and dispose of their cargoes when he knew, or should have known, that they were partly laden with salt. You had better see about it. He has also given permits to trade in the navigable waters of North Carolina. It seems to me bad to grant civilians permits to trade at other places than military posts; if done, they can sell to anyone, loyal man or traitor. I have not prevented the sale of the salt which was at Plymouth when you were there, but will not allow any more to be brought there and disposed of; if more comes, I shall seize the vessels, with or without passes.

The master of the *Mary Jane Kennedy* told me he expected to take up 25 sacks of salt; that the cargo was the property of sutlers and brought here, to the best of his knowledge, in a vessel through Hatteras Inlet, loaded with army stores.

I may be in error in the view I took and also as to the applicability of the quotations from the blockading instructions. If this be so, and I have no authority in the case, whence the necessity of the master of the vessel calling upon me and asking if there was any objection to his taking his cargo? This had never been done before.

Hereafter, however, I shall always defer to Governor Stanly's orders and requests to prevent any collision of authority, until I shall bring the matter before you and receive your instructions.

Since writing the above I have had an interview with the governor and called his attention to the latitude of the first permit. He admitted there "was something in that." In the course of a frank and friendly conversation he said that the loyal people must have salt, sold under the supervision of the military authorities in such quantities as was discretionary with the commanding officer; that no officer had a right to decline obeying his order or permit, and least of all to seize a vessel protected by such permit, and requested that Lieutenant-Commander Flusser be informed of that fact; that any officer would lay himself liable to arrest if he pursued such a course, and that the loyal people must starve if they could not get salt to cure their meat.

The salt question is a delicate one to touch, and I trust that I may have instructions in the case.

In the course of conversation the governor asked whether, if a vessel entered Beaufort and had a permit from him to come into the sounds through Hatteras Inlet, she would be stopped. I replied that in accordance with your instructions no vessels other than such as might be laden with cargoes for the army or navy could be permitted to enter there without authority from the Treasury, War, or Navy Department.

He has laid this matter before the War Department.

As this affair, in its inception, occurred before the arrival of Commander Murray, I have, with his consent, written this letter.

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

H. K. DAVENPORT,

Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Subenclosures.]

1.

DEPARTMENT OF NORTH CAROLINA,

New Berne, December 4, 1862.

The bearer, Captain William Williams, of Ocracoke, Hyde County, having taken the oath of allegiance, has permission to trade in any of

the navigable waters of North Carolina in the schooner *Mary Jane Kennedy*, of Elizabeth City, owned by John P. Hoover, of New Berne.

He will deal in nothing contraband, have no trade with any enemy of the United States, and take care to obey all military regulations.

On arriving at any place where forces of the United States are stationed he will report to the officer in command.

This permission extends until the 4th of February next.

EDW. STANLY,
Military Governor, etc.

2.

U. S. S. HETZEL,
Off New Berne, N. C., December 6, 1862.

GOVERNOR: Mr. J. P. Hoover has called upon me with a request, as he says, from yourself, that "I will give, in writing, the reasons for not permitting him to proceed to Plymouth upon a trading voyage."

I beg leave most respectfully to say that in the first paragraph of the permission given by yourself to trade you say that he can do so "in any of the navigable waters of North Carolina," etc. This is in direct opposition to the instructions of the admiral, which say, viz:

Sailing vessels which have brought supplies for the army or navy, and which are passing out in ballast, will need no certificates and will be allowed to pass. If, however, they carry return cargoes it will be necessary for them to have and exhibit certificates from the general commanding the department or from such officer or officers as he may officially designate for that duty, certifying that these cargoes are composed only of army supplies or other Government property.

No officer of the Army or Navy of any rank, or any other person other than the Secretary of Treasury, War, or Navy, or his assistants, can give a permit to pass a vessel in or out with merchandise or articles for traffic; and any vessel attempting to pass in with merchandise or articles for traffic without a permit as above designated must be warned off and the warning endorsed on her papers, with date and signature of commanding officer of guard vessel. If such warning is not taken, and she persists in entering, she must be detained and the facts reported to me for reference to the Navy Department, unless they prefer to return, discharge, and go out in ballast.

You will perceive, Governor, that in accordance with the above instructions it will be impossible for me to allow the vessel to proceed on her voyage. In this opinion I am sustained by Commander A. Murray, U. S. Navy, who is for the present my superior officer.

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

H. K. DAVENPORT,
Commander.

Hon. EDW. STANLY,
Military Governor of North Carolina.

3.

DEPARTMENT OF NORTH CAROLINA,
New Berne, December 6, 1862.

COMMANDER: I have just received your communication of this date, giving your reasons for not permitting Captain J. P. Hoover to proceed to Plymouth.

I differ with you in the construction you put upon the instructions you refer to; but, without arguing that point now, I have given Captain Hoover permission to take his vessel from this place to Plymouth, to which there can be no objection.

This permission I hope you will respect. Allow me to say I think your instructions from the admiral have no reference to such cases as this; they refer altogether, as far as your extracts show, to vessels "passing out," or vessels which "pass in."

According to your construction there can be no clothing or provisions supplied to any loyal citizens anywhere in this department by means of vessels.

I wish you to understand I shall be compelled to regard your further interference in this case as a disregard of my order, which it will be my duty to sustain.

Very respectfully, etc.,

EDW. STANLY,
Military Governor, etc.

Commander H. K. DAVENPORT, U. S. Navy.

4.

DEPARTMENT OF NORTH CAROLINA,
New Berne, December 6, 1862.

J. P. Hoover, a loyal citizen of the United States, has permission to take the schooner *Mary Jane Kennedy*, of which he is captain and sole owner, with her cargo, from this port to Plymouth, and to return within one month of this date.

He will not open hatches or take out any part of the cargo until he arrives at Plymouth, when he will report to the officer in command.

On leaving Plymouth he will report to the officer in command.

He will obey all military regulations and exhibit this permission to all officers of the Government who call upon him for his authority to leave this port.

All persons in the employment or service of the United States are commanded to respect this permission.

EDW. STANLY,
Military Governor of North Carolina.

5.

U. S. S. HETZEL,
Off New Berne, N. C., December 7, 1862.

GOVERNOR: In reply to your communication of the 6th instant, just received, I have the honor to state that in conformity with your instructions I have informed Captain J. P. Hoover that I will not interfere in any manner with his voyage to Plymouth.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,
Commander.

Hon. EDW. STANLY,
Military Governor of North Carolina.

[Enclosure No. 4.]

O.

U. S. S. PHILADELPHIA,
Hampton Roads, Virginia, December 16, 1862.

SIR: Yours of December 9 is this day received.

The intention of the blockade is to prevent all trade whatever with the insurrectionary region, as set forth in my instructions of the 2d

instant. The coast of North Carolina and the entrances into the waters of North Carolina and these waters are blockaded, and the Department, as you are aware from having read its instructions to me, requires that the blockade shall be kept in good faith by the Navy.

Governor Stanly's passes and permits for trade in the waters of North Carolina are unauthorized under my present instructions from the Navy Department, and can not therefore be regarded. Your instructions come from the Navy Department through me, and it is not competent for Governor Stanly to give you orders or instructions in regard to the blockade or any portion of your naval duties.

You will, of course, extend to the governor's recommendations all the consideration consistent with your instructions and the public interests.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEX. MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

[Telegram.]

WAR DEPARTMENT, *December 17, 1862—2:50 p. m.*

If Acting Rear-Admiral Lee is at Hampton Roads, let the *State of Georgia* report to him for orders. If he is not there, she may discharge and proceed to Baltimore.

GIDEON WELLES,

Secretary of the Navy.

Commodore HARWOOD.

Circular regarding enlistment, etc., of contrabands in the U. S. Navy.

NAVY DEPARTMENT, *December 18, 1862.*

Persons known as contrabands will not be shipped or enlisted in the naval service with any higher rating than that of landsman; but, if found qualified after being shipped, may be advanced by the commanding officer of the vessel in which they serve to the ratings of seaman, ordinary seaman, fireman, or coal heaver, if their services are needed in such ratings, and will be entitled to the corresponding pay. They will not be transferred from one vessel to another with a higher rating than that of landsman, but if discharged on termination of enlistment, or from a vessel going out of commission, will retain their advanced rating in the discharge.

GIDEON WELLES,

Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of the capture or destruction of boats in Queen's Creek, Virginia.

U. S. FLAG-STEAMER PHILADELPHIA,

Hampton Roads, Virginia, December 22, 1862.

SIR: I have the honor herewith to forward a report of Commander F. A. Parker, commanding U. S. S. *Mahaska*, in York River, Virginia,

dated December 19, regarding burning and capture of a sloop and twenty four boats in Queen's Creek.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MAHASKA,

Off Yorktown, Va., December 19, 1862.

SIR: This morning at daylight I dispatched the *General Putnam* to the mouth of Queen's Creek, leading out of this river, and sent Acting Ensign Elliott in my howitzer boat to the head of the creek, where he burned one large sloop and nine boats and captured fifteen boats, all of which are believed to have been engaged in violating the blockade.

I have the honor to be, your obedient servant,

FOXHALL A. PARKER,

Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture or destruction of boats in Fillbates Creek, Virginia.

U. S. FLAG-STEAMER PHILADELPHIA,

Hampton Roads, Virginia, December 23, 1862.

SIR: I have the honor to inform the Department that in addition to the boats, etc., captured or destroyed in Queen's Creek by Commander F. A. Parker, of the *Mahaska*, as reported in my 234, he informs me, under date of the 20th, that the forces under his immediate direction have still further embarrassed the illicit operations of the rebels in the region about the York River by the capture, in Fillbates Creek, near West Point, of five boats and the destruction by fire of one sloop of about 30 tons burden, one large scow, eight boats, and a small building, in which, on the approach of our force, a number of men were engaged in opening oysters for the Richmond market.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding preparation for the attack upon the defenses of Wilmington, N. C.

Confidential.]

HAMPTON ROADS, VIRGINIA, December 20, 1862.

SIR: Your confidential communication* of the 15th instant was received on the 17th. I had the honor of communicating with you in person on the next day.

* See p. 301.

When the vessels mentioned arrive I will not lose a minute in carrying out the important order of the Department. No effort will be spared to give success to the expedition.

As soon as the *Monticello* arrives (she is expected every hour) I will dispatch her to examine New Inlet, in hopes of finding water to get the ironclads in by that entrance.

The unexpectedly deep-load draft of the *Passaic* and *Montauk*, just reported to me in the case of the former, viz, 11½ feet each, makes it a delicate operation to get these ironclads safely in over New Inlet bar, etc., whilst the passage immediately under Fort Caswell is still more difficult from the obstructions (reported) at the narrow passage just there.

The *Dacotah* is now examining the Western Bar and the Old Bar.

The Department instructs me to leave a sufficient force here. The *New Ironsides* and the *Galena* will be the only ironclads available, aided by the wooden vessels *Mystic*, *Wyandotte*, *Commodore Morris*, *Commodore Barney*, and *Morse*. The last two laid up repairing. If more force is desirable here it can scarcely be spared from the expedition.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Chief of the Bureau of Navigation, regarding the signal for action.

Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, December 21, 1862.

SIR: It has been brought to my notice that under the new arrangement of numbers the white flag, or flag of truce, is the signal for action.

Very respectfully, etc.,

S. P. LEE,

Acting Rear-Admiral, etc.

Commodore C. H. DAVIS, U. S. Navy,

Chief Bureau Navigation, Navy Department, Washington.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding contrabands for duty on U. S. S. Colorado.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 21, 1862.

GENERAL: The Department directs that the complement of the *Colorado* shall be filled up with contrabands, owing to the impossibility of shipping men. It will advance the public interest if you will be so good as to give such orders as will enable Captain Goldsborough, of the *Colorado*, to receive and ship thirty-two able-bodied contrabands.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General DIX,

Commanding Seventh Army Corps, Fortress Monroe.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding vessels in the Blackwater River.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., December 22, 1862.

MY DEAR DAVENPORT: I came down with my own boat from Blackwater yesterday, leaving four steamers there of too heavy draft to get down. I have been greatly disappointed by the detention of the *Shawsheen* and *Lockwood* at New Berne. I must have them at once, or the four boats mentioned above may be blocked up in the Blackwater for some time.

I need them to tow the heavy boats over the shoal places.

We must have the provision schooner immediately, or we shall starve. I expected her here some days since; we have only two or three days' grub aboard.

I have no doubt that our force being at the mouth of Blackwater has kept a large force of the enemy at and near Franklin, which was the object of our presence there.

We have seen them once or twice, the last time in force.

Remember me to Murray, Dr. Campbell, McCann, and all my friends in the Army.

Yours, sincerely,

C. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
New Berne, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the expected departure of United States steamers for the Wilmington blockade.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 22, 1862.

SIR: I expect the steamers *Monticello*, *Cambridge*, and *Mount Vernon* to go to sea this evening to join the Wilmington blockade; also, the schooners *Aretta* and *William Bacon*. These schooners had received ordnance stores for the vessels off Wilmington, part of which stores they had been delayed to transfer here to the *Cambridge* and *Mount Vernon*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

NAVY DEPARTMENT, December 23, 1862—7:45 p. m.

The *Montauk* left New York this morning and the *Passaic* leaves to-morrow morning. You had better send up a vessel to meet the latter. The President is most anxious as to time. The *Juniata* is not able to meet you. The *Minnesota* leaves to-morrow.

G. V. FOX.

Rear-Admiral LEE,
Hampton Roads, Virginia.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movement of United States vessels to Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 23, 1862.

SIR: I have the honor to report that the *Cambridge* and *Mount Vernon* proceeded to sea at 5:30 p. m. yesterday, and the *Monticello*, having been detained by the bursting of a bilge pipe, will leave this evening. They, together with the U. S. schooners *William Bacon* and *Arletta*, which left last evening, are bound for Wilmington, N. C.

Agreeably to the verbal directions of the Department, I have sent back to Baltimore the U. S. schooners *Sophronia* and *Racer*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Sands, U. S. Navy, transmitting report of a breach of the blockade off New Inlet, North Carolina.

U. S. S. DACOTAH,
Off Cape Fear River, December 23, 1862.

SIR: Yesterday morning the *Genesee* communicated with the *Chocura* by boat across Frying Pan Shoals, bringing a verbal message from Commander Macomb that the *Young Rover* had appeared off New Inlet with dispatches for the senior officer here, and that she was crippled or broken down.

I immediately sent the *Chocura* down to the point of the Frying Pan Shoals to look for her, and she appeared at daylight this morning, having found the *Young Rover* about 30 miles off and towed her in to our station.

By the *Young Rover* I received the enclosed communications from Commander Macomb, dated 19th and 20th December. In regard to his letter of the 19th instant, I have to say that the *Penobscot* was ordered to report to him as soon as she could coal and return from Beaufort, and should be off New Inlet now. In regard to the steamer getting into New Inlet, I can only say that so far as has come under my own observation, I can not see how the commanding officers here can be more vigilant than they are, or how the force we have can be better disposed than we have them.

On this side of the [Frying] Pan Shoal I have at night one vessel guarding the bar, and one a little farther west nearer the shore, and one to watch the approach from seaward, taking up their position after dark and leaving it just before daylight, so as not to be seen if possible, from the batteries on shore, as their night positions are within range of the enemy's guns.

At daybreak on Wednesday morning, the 18th instant, we discovered a three-masted fore-topsail schooner at anchor inside the river, under Fort Caswell. In view of the precautions that had been taken, I could not then believe she could have run the blockade, the opinion prevailing among the officers that she was preparing to run out. Since the success of the steamer running into New Inlet, I fear that the schooner also may have run in here.

It is greatly to our mortification, after all our watchfulness to prevent it, that the enemy succeed in eluding us. None can be more

vigilant than we are—the officer of the watch, with the quartermaster, always on the bridge, lookouts on each bow, gangway, and quarter. For myself I never pretend to turn in at night, and am frequently on deck during the night inspecting the lookouts in person, taking what sleep I can get in my clothes, ready for a moment's call. And I believe it is the same with all the commanding officers.

I can not see how this can be prevented unless we can string the whole coast with steamers; for, on dark nights, I am sure, from my own personal observation, that vessels can not be seen half a mile distant, and under favorable circumstances, in the absence of the moonlight, we can not see a vessel a mile off.

In the condition in which Acting Master I. B. Studley reports his vessel, his report of which I herewith enclose, I have been obliged to call a survey upon her. I enclose herewith their reports, from which you will see that by her condition I am constrained to send her north for repairs. If the *Young Rover* was efficient, or could be made any use of, I would gladly retain her to assist in making this a close blockade.

The *Mount Vernon* having gone for repairs and to accompany the *Cambridge* for the same purpose, I herewith return the communications forwarded to me for Acting Assistant-Paymaster's Clerk H. Y. Glisson, of that vessel.

I have to acknowledge the receipt of your communication of the 13th instant, with extracts of consular correspondence.

I enclose also a requisition of Commander Scott for anchor stock. He has managed to fix up a temporary one by the aid of a small stock furnished by me, but sadly wants what he has required for.

Very respectfully, etc., your most obedient servant,

[B. F. SANDS,]

Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE.

[Enclosures.]

U. S. S. GENESEE,

Blockade off New Inlet, December 19, 1862.

SIR: I have respectfully to call your attention to the necessity of sending another steamer to assist in maintaining a proper blockade of this inlet.

The orders of the admiral to the senior officer were to send a vessel up to the inlets, and those of Captain Scott were to blockade this inlet and the neighboring coast. The *Daylight* has therefore been sent up as high as New Topsail Inlet, daily, in the afternoon, with orders to coast down to this place in the morning and communicate.

You will perceive it is a large space to blockade and impossible to maintain it with two vessels. There is great necessity for a vessel to guard the inlets to the northward of this, as the schooner reported per circular as having cleared from Halifax, [Nova Scotia], for Matamoras, with the intention to run in at the inlets, may be expected to arrive on the neighboring coast daily.

Yesterday morning, while the wind was blowing strong and fair from the N. N. E., with the current also from the same direction, a steamer got into this inlet. On discovering her I slipped the chain, got under-way, and stood for her, but she was first seen so near to Fort Fisher, to the northward, that it was impossible to head her off. She could not have been more than 4 miles to the northward of the fort, close inshore, when first seen from the masthead, and owing to the peculiar state of the atmosphere she was scarcely visible from the deck and presented the appearance of whitish streaks on the undulations of the shore.

Every object toward the land appeared that morning very indistinct and as though it were dancing or trembling in the air, as is not unfrequently the case on very cold mornings.

Had there been two steamers blockading at that time, the vessel reported could probably have been prevented from running in, for, with a northerly wind, one, of course, would have been stationed to the northward of the entrance, inshore.

Under these circumstances I do not think I can spare the services of the *Daylight* from here, and shall not hereafter send her any farther to the northward than Masonboro Inlet until another vessel be ordered here, or further orders.

I am, sir, very respectfully,

W. H. MACOMB,
Commander.

Captain B. F. SANDS,
Senior Officer, off Wilmington, N. C.

U. S. S. GENESEE,

Blockade off New Inlet, North Carolina, December 20, 1862.

SIR: I have to report the arrival of the U. S. steam bark *Young Rover* to-day, she having left Hampton Roads on Tuesday and ordered here by the admiral to report for duty in blockading this inlet. She is an auxiliary steamer, with small power, and not well adapted for the service on this side of the reef. I take the liberty of suggesting that one of the vessels be sent from the southward of the reef to take her place here, as she would be better suited for assisting to blockade on that side.

The commanding officer of the *Young Rover* informs me that the vessel has not power enough to steam directly against a strong wind.

Since the arrival of this vessel I have ordered the *Daylight* to resume her usual guard of the inlets from New Topsail to this, which subject I alluded to in my communication of the 19th instant.

I have to report that the amount of coal on board this vessel is 60 tons and on board the *Daylight* 40 tons, and that each vessel consumes 10 tons per day, full steaming.

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

W. H. MACOMB,
Commander.

Captain B. F. SANDS,
Senior Officer, Blockading Force off Wilmington.

P. S.—Since the above was written I am informed that the *Young Rover* was intended for the blockade of Wilmington and ordered to report to Captain B. F. Sands, for which purpose she will proceed this morning to the southward of the reef.

W. H. M.

Correspondence relative to a trading permit granted by Brigadier-General Lockwood, U. S. Army.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 23, 1862.

SIR: Commander Parker, of the *Mahaska*, reports that on the night of the 20th instant the *Crusader* (Acting Master Thomas Andrews, commanding) captured a boat, with goods, attempting to run the blockade.

The invoice was endorsed by General Lockwood, giving permission to the man taken with the boat to leave Accomac County with the goods. The invoice differed in some respect from the articles actually on board the boat, as per comparative lists herewith enclosed.

I call the attention of the Department to the fact that General Lockwood's course in giving this permit to introduce merchandise into the insurrectionary region within the limits of this blockade is contrary to its instructions to me.

I ask for instructions as to what shall be done with the boat, goods, and parties.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Brigadier-General Lockwood, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

HEADQUARTERS FIRST SEPARATE BRIGADE,
EIGHTH ARMY CORPS,
Drummondtown, Va., March 19, 1863.

ADMIRAL: I have recently received a copy of your communication No. 242, December 23, 1862, to the Navy Department, respecting the seizure of goods by Acting Master Thomas Andrews on the night of the 20th December, 1862, and stating that I had given permission. This permit the Secretary of the Navy, in reporting the case to the War Department, seems to regard as a permit to traffic. I beg leave, very respectfully, to inform you that being in command of this peninsula, and, as such, the board of trade for the same, that all trade there is regulated by my order; that, as a consequence, certain islands, appendages to these counties, can get supplies from the main only by my order, the coast guard on the several inlets having orders from me to pass only the products of the country. Without remembering the case in point, I presume that the said permit referred to was of this nature. I know of no other case, except one for Mrs. Taylor, of Norfolk, who has large estates here, given at the instance of Major-General Dix, in whose department she resides.

I regret, admiral, that this case was not made known directly to me, as I could have shown you that, so far as I was concerned, the transaction was perfectly legitimate and by no means an infringement on the blockade rules or the prerogatives of the Chesapeake fleet.

To avoid deception hereafter I shall give no more such permits, leaving the islands to get along as best they can.

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

HENRY H. LOCKWOOD,

Brigadier-General.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Brigadier-General Lockwood, U. S. Army.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 23, 1863.

GENERAL: I received your letter of the 19th to-day, referring especially to a case of attempted violation of the blockade on the 20th of

December, reported by me to the Department in obedience to general instructions on the 23d of December.

The report made to me by the senior officer in that division of this squadron informed me that the boat in question had on board a man named William Kenner and a boy named Robert Huntly, with an assorted cargo, composed principally of coffee, sugar, and other groceries, shoes, whisky, dry goods, etc. Kenner had in his possession an invoice dated December 11 and endorsed by you, giving him permission to leave Accomac County with the goods for family use. The list of the goods found on board differed from the invoice.

I am instructed to hold the west shore of the Chesapeake (from the Piankatank to Fortress Monroe) under strict blockade, to interdict all traffic with that shore except under a permit from the Secretary of the Treasury, War, or Navy, to allow no goods to pass except such as are properly certified to be for the use of our army, to seize all vessels attempting to pass without such permit or certificate, and to report such cases to the Department.

You will perceive, general, that in making the seizure in question I have acted strictly under my instructions, and I am glad to learn from you that you will in future give no such permits, under which supplies are liable to be conveyed directly to the enemy and afford them the aid and comfort which it is my duty to prevent.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Brigadier-General H. H. LOCKWOOD,
*Commanding First Separate Brigade,
Eighth Army Corps, Drummondtown, Va.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of instructions to Captain Sands, U. S. Navy, in view of proposed movement against the defenses of Wilmington, N. C.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 24, 1862.

SIR: I have the honor to acknowledge the receipt at 10 p. m. yesterday of the Department's telegram dated 7:45 p. m.

I immediately dispatched the *Mount Washington* to meet and tow down the *Passaic*. The *Monitor* is already here from Newport News. She, with the *Rhode Island* to tow her, will to-day be put under orders for Beaufort, N. C., and will probably go to sea to-morrow evening if the weather permits. The *Passaic* and *Montauk* will be sent to Beaufort as soon after their arrival as the weather will justify. By moving these three ironclads from here at the same time, less notice of their coming is given to the enemy to complete his preparations than if one goes in advance of the others. I understand the Department provides the three for the inside attack, though if the *Passaic* can not get in, the two others are to make it and to go up to Wilmington.

I enclose a copy of my confidential instructions to Captain Sands, of the *Dacotah*, sent by the *Monticello*. I purpose to leave here for Wilmington as soon as the ironclads are off. When the reports of Captain Sands and Lieutenant-Commander Braine are received, I will determine, after consultation with the commanders of the ironclads, on the practicability of getting the *Passaic* and *Montauk* inside. If this is

found impracticable, in view of the unexpectedly deep draft of the *Passaic* and probably the *Montauk*, I desire, with the object of preventing delay, the instructions of the Department as to the course to be pursued.

The greatest, if not the only, difficulty of the proposed undertaking arises from the extremely shallow and narrow passages into Wilmington—a great natural difficulty (not felt at New Orleans and not to be feared at Charleston), which may be insurmountable when additionally embarrassed by obstructions and other defensive provisions. With plenty of water there would be no difficulty felt in the matter.

The Department may rest assured that every effort will be made to carry out its views, the wishes of the President, and to achieve success, the importance of which is of so much moment to the great cause we all have at heart.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Strictly confidential and important.]

U. S. FLAG-STEAMER PHILADELPHIA,

Hampton Roads, Virginia, December 21, 1862.

SIR: The deep draft just ascertained of the new ironclads makes it of the utmost importance to obtain accurate and immediate information upon the following points:

1st. What is the depth of water at ordinary high water on the bar over Keeper and Marshall shoals into the old channel way between Bald Head and the Middle Ground?

2d. What is the character of the obstructions, if any there be, at Fort Caswell, and what is the depth of water at ordinary high water on the Western Bar?

3d. What is the depth of water at ordinary high water on New Inlet Bar?

Can you buoy out at night the channel way over that bar (of these three) which has the best water by means of small floats which the enemy can not detect and tamper with?

It is proposed, if practicable, to send the ironclads in over New Inlet Bar, because of supposed obstructions and the difficulties of the channel at Fort Caswell. These vessels, it is now known to me, draw $11\frac{1}{2}$ feet of water, and such is their construction that it is ruin to them to thump on the outer bars or to get aground at high water under batteries.

The old channel over Marshall Shoal and by Bald Head, to which your attention was on the 8th instant directed, is the best located on account of its width inside and the supposed absence of batteries at Bald Head, provided the vessels (the ironclads especially) can be safely got in that way.

Wilmington is of much more importance in a military and naval point of view than Charleston, but attacking it necessarily depends on being able to get the ironclads safely over the outer bar and above the natural and artificial obstructions at Fort Caswell Narrows. Reliable soundings showing sufficient water are required.

Lieutenant-Commander Braine has some knowledge of the localities generally. You will derive great assistance from him.

The ironclads, which are expected here in all this week, will, as soon after they arrive as the weather permits, be sent to Beaufort to rendezvous for orders, which will depend on the information which you obtain.

You see how much depends on the efforts of Lieutenant-Commander Braine and yourself and the results to be obtained by you. In case I should not be off Wilmington inform me here of the results of your investigations, with the opinion of yourself and Lieutenant-Commander Braine (to whom you may in confidence show this letter) on the feasibility of these ironclads entering Cape Fear River.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, etc.

Captain B. F. SANDS, U. S. Navy,
Commanding U. S. S. Dacotah.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding transportation for a cooperating land force for the attack on Wilmington, N. C.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 25, 1862.

SIR: Commander Case has just brought me word from General Dix that he had forgotten to inform me that a man who brings him information communicated to him a few days ago that the *Richmond* was taking in her commissary stores. Commander Case also informs me that Colonel Taylor, U. S. commissary of subsistence at Fortress Monroe, just asked if I could not give transportation to some of the 10,000 troops to go from here to General Foster, for only 4,000 of whom they have transportation. I will do all in my power to advance a public purpose so proper as providing good means for a cooperating land attack against Wilmington. The greater the pressure meanwhile on Richmond the better.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the senior officer off Cape Fear River, transmitting, for the use of commanding officers of blockading vessels, consular information regarding blockade runners.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 25, 1862.

SIR: I transmit herewith, for distribution among the blockading vessels off Wilmington, a number of printed copies of extracts from dispatches received from the Navy Department, viz:

From the U. S. consul at Liverpool, relative to the steamers *Banshee*, *Denbigh*, *Douglass*, *Julia Usher*, *Flora*, *Calypso*, *Albion*, *Royal Bride*, and *Douro*; also ships *Roberta* and *Susan G. Owens*, and brigs *Dea* and *Peep of Day*.

From the U. S. consul at London, relative to the steamers *Giraffe*, *Emma*, and *Gertrude*.

From the U. S. consuls at Newcastle, Southampton, and Teneriffe, relative to the steamers *Pet*, of London, *Wave Queen*, and *Mary Grant*.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

SENIOR NAVAL OFFICER OFF NEW AND CAPE FEAR RIVER ENTRANCES OF WILMINGTON, N. C.

Letter from Major-General Dix, U. S. Army, to the President of the United States, relative to trading permits in Nansemond River.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., December 26, 1862.

SIR: In your order authorizing me to permit the people of Norfolk to send to the loyal States the products of their labor the Nansemond River was not included. Suffolk is at the head of navigation, and the river is used by us in transporting our supplies to our troops there. There are oysters, shingles, and other articles on the river belonging to Northern people as well as to the people of Norfolk, and wanted in the loyal States. May I ask the extension of my authority to permit these articles to go North by a new order from you, that of November 12 not being construed by Admiral Lee to cover these cases.

The enclosed papers,* which I beg to have returned to me, show the hardship of the cases referred to. I take the liberty to annex the order I need for your consideration, and

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

His Excellency ABRAHAM LINCOLN,
President of the United States.

[Enclosure.]

EXECUTIVE MANSION, ———.

Ordered, That the order of the 12th of November, in regard to trade with Norfolk, be extended to Suffolk and the Nansemond River so far as the commander of the department shall deem necessary for military purposes.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movement of troops under Major-General Foster, U. S. Army, for the attack on Wilmington, N. C.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 26, 1862.

SIR: I had a brief interview with General Foster last evening. He was on his way from Washington to New Berne and stayed here a few hours to make arrangements for the transportation of 12,000 troops,

* Not found.

with supplies, from this quarter to New Berne. General Foster thinks he will be ready to move from New Berne about the 5th instant with 20,000 troops against Wilmington. Arriving there, his situation will be critical should the enemy concentrate a superior force against him from either Richmond or Charleston, both distant about one day by rail. His success depends on the enemy being kept fully occupied at Richmond and Charleston, since the Navy has no control of either entrance to the river by which to bring relief.

The troops taken from Yorktown and Suffolk for General Foster make it prudent to have another good "double-ender" like the *Mahaska* at the former place (which was weak before and will be much more so now), and a better gunboat defense for Norfolk and the navy yard than the *Wyandotte* and *Morse* afford. The latter is now under repairs at the yard and will be for some time.

James River should, as you direct, be left secure. An additional ironclad is desirable there, and when the *Ironsides* leaves, at least another will be necessary.

The *Monitor*, from her light draft of 10 feet, is better than the *Passaic* class for the bars on the Southern coast. Captain Drayton arrived this morning and reports the *Passaic* drawing 12 feet. The *Monitor*, however, is less liable to be rammed by the prow of the *Richmond* than the *Passaic* class, as her hull falls in more under water than theirs. She is more out of water than the *Passaic* and less likely to be run over.

I hope there may be something coming in convenient season from the North to supply deficiencies here.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Parker, U. S. Navy, giving information received from refugees regarding affairs in and about Wilmington, N. C.

U. S. S. CAMBRIDGE,

Off New Inlet, North Carolina, December 26, 1862.

SIR: Yesterday morning (25th) three white men came off to us from shore. Two of them are Northerners and one (F. W. Savage) a native of North Carolina, fleeing for his life. From this latter person I have obtained information which I consider sufficiently important to communicate to you. I think there is no doubt that his statements are correct. At Fort Fisher there are 4,000 men and 150 guns. The rebels consider it the more reliable fort compared to Fort Caswell, which has neither the number of men nor guns. The soldiers are not well provided with food or clothing. There are some 12,000 men in and about Wilmington, including the forts, while at Goldsboro and vicinity there is a large force. From Fort Fisher up 12 miles there are twenty-one salt works, each of which by law is required to make from 20 to 25 bushels daily, and one white man allowed. Failing in this, the white man is taken for the Army. The following prices prevail: Flour, per barrel, \$42; salt, per bushel, \$15 (this salt is home manufacture); boots, per pair, \$25 to \$40; tobacco, per pound, \$2; coffee, per pound, \$2.50;

bacon, per pound, 75 to 80 cents. Eight dollars Confederate money equal to \$1 in gold.

The enemy consider the gunboats now blockading of very little account, but are daily expecting an attack and have every confidence in their own success. There is some significance in the following additional information: My informer has a brother-in-law, J. J. Orrell, a lieutenant in the service of the rebels, who is thoroughly Union and greatly desirous of aiding when the forts are attacked. He is ready, upon signals, to cut the wires running to Wilmington and to immediately join the United States forces, and says three regiments will throw down their arms. The man Savage is willing to go as a guide, or to remain as a hostage for Lieutenant Orrell's veracity in his sincerity. Through the lieutenant's aid he effected his escape. Savage was formerly light-house keeper at Campbell Island, [North Carolina], and has been proscribed for uttering Union sentiments. The two rams at Wilmington are being completed. One was launched twelve days since and will be ready in about one month. They are both of the same model, resembling an egg, built of live oak and strongly bolted, to be clad with 4-inch plates, covered similar to the *Virginia*. Captain Lynch (now commodore) has command of the yard at Wilmington, and superintends these rams. Eleven guns are to be placed on each. For sailors and workmen, men from vessels running the blockade are taken. The one now launched is ready, excepting her plates. These are to come from Richmond. They have the guns. Several old naval officers are at Wilmington. The opinion prevails that with these two rams they can drive off all blockaders. The heavy guns at both forts, as also at Wilmington, point seaward, and can not be turned. General Whiting is in command of the rebel forces here. Troops can be landed 7 miles above Fort Fisher and march to Wilmington without resistance, saving a few pickets.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival of the U. S. S. Columbia at Hampton Roads from New York.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton-Roads, Virginia, December 26, 1862.

SIR: I have the honor to report the arrival in these roads of H. B. M. S. *Melpomene* yesterday morning, from Bermuda by Charleston. Salutes were exchanged.

This morning the U. S. ironclad battery *Passaic* arrived from Washington, accompanied by the *Mount Washington*; also the U. S. S. *Columbia*, from New York, under orders from the Department dated the 13th instant. She was sent after the U. S. ironclad battery *Montauk*, to accompany her on her way to this place, but did not succeed in finding her.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding the U. S. S. Monticello, of the arrival of that vessel off New Inlet, Cape Fear River.

U. S. S. MONTICELLO,
Off New Inlet, Cape Fear River, December 26, 1862.

SIR: I forward you the enclosed communications, as directed by my orders. I am directed by Rear-Admiral Lee to expedite the work he desires.

In conversation with Rear-Admiral Lee, a few hours before leaving Hampton Roads, he left it discretionary with me whether I first went to the Western Bar or New Inlet entrance, and as, in my opinion, the weather will now be favorable for the desired work here, I this morning came in on this side. I trust to complete my work here by Monday next, when I will proceed around the shoal and report to you the result in person.

Respectfully, yours,

D. L. BRAINE,
Lieutenant-Commander.

Captain B. F. SANDS,
Senior Officer, off Wilmington.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, urging vigorous cooperation with General Foster, U. S. Army, in operations against Wilmington, N. C.

NAVY DEPARTMENT, December 26, 1862.

SIR: Your confidential communication No. 249, enclosing instructions to Captain B. F. Sands, is received. If after careful and thorough examination it shall be found impossible to get the ironclads over the bar at Cape Fear River, you will send the *Montauk* and *Passaic* to Port Royal, S. C., in tow of the *Connecticut* and *Rhode Island*, when the *Connecticut* and *Rhode Island* will immediately return to Hampton Roads for further orders.

Should General Foster ask an outside attack to relieve his movement you can keep the *Colorado*, but otherwise, and not requiring her services yourself, you will dispatch her to Pensacola, Fla. The Department is well satisfied that you will take every measure possible to capture this important point, and in case physical obstacles render the attempt impossible that you will do all in your power to assist and cooperate with General Foster.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging the Department's orders.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 27, 1862.

SIR: I have the honor to acknowledge the receipt to-day of your confidential communication of yesterday's date.

Nothing within the limits of my ability and opportunity shall be left undone to give effect to your instructions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding a change of engineers on the U. S. S. Montauk.

NAVY DEPARTMENT, *December 27, 1862.*

SIR: The engineers in New York are of the opinion that the engineers of the *Montauk* are not equal to their position on so important a vessel.

It is very late to make this discovery, and the Department notifies you to enable you to make any change you may deem best after the arrival of that or any other vessel at Hampton Roads.

The *Montauk* ran under the Delaware Breakwater yesterday, and was to leave, if the weather permitted, to-day. When some more of the iron-clads arrive at Hampton Roads, in addition to the number assigned to you for present work, the *New Ironsides* will be sent to Port Royal, where she can cut off her smoke pipe while dismantling for battle. You will notify Captain Turner to this effect.

I am, respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Murray, U. S. Navy, regarding the reported capture of parties transporting goods from Norfolk to Elizabeth City.

U. S. S. HETZEL,

Off New Bern, N. C., December 27, 1862.

ADMIRAL: I enclose a slip which I cut from a newspaper to-day. It looks to me as if the persons named intended that they should be captured by the rebels. As soon as I have a vessel to spare I will station her in the vicinity of Elizabeth City and arrest all vessels and persons engaged in carrying merchandise without legal permits.

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

A. MURRAY,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

It is rumored here that J. C. Jones, Charles Davis, D. W. Curtis, Mr. Phillips, and one other have been captured by the rebels while on the way from Norfolk to Elizabeth City. They had goods to the amount of \$20,000 on board a schooner in tow down the Dismal Swamp Canal.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the difficulties of naval cooperation in operations against Wilmington, N. C.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 28, 1862.

SIR: Previous to the receipt of your confidential communication of December 26, I wrote confidentially to Captain Drayton and Commander Bankhead for their written opinions as to the practicability of entering Cape Fear River with the ironclads under their command. I had heard their views, and considering their responsibility, thought it due to them, and particularly due to the Department, from the important public interests involved, that their opinions should be formally reported. I therefore enclose copies of my letter to them and of their replies of the 27th instant.

The Coast Survey charts furnish sufficient data, irrespective of the unreliable night soundings we are taking, for deciding in the affirmative the question as to the possibility of the *Passaic* and *Monitor* entering Cape Fear River, provided there are no obstacles on the Rips at Fort Caswell, where obstructions extending but a foot or two from the bottom would be insurmountable until removed. As it is understood at the Department that the ironclad force at present command is not sufficient of itself to reduce Fort Caswell, it follows that these obstructions can not be removed while under the protection of its cannon and musketry.

The only remaining prospect of using the ironclads in that locality, previous to cooperating with an attack by the army on Fort Caswell, arises from the hope that the obstructions under Fort Caswell may possibly be wholly floating obstructions, which it may be possible to remove before the fort is taken. If this can not be done, then there is nothing practicable for those ironclads to do there until the army is ready to join in attacking the works commanding the entrance by Western Bar to Cape Fear River. Mr. Kroehl, after seeing the obstructions in Elizabeth River, did not encourage me as to his ability to remove similar ones under Fort Caswell.

I shall not dispatch the ironclads from Beaufort until I receive a satisfactory report as to whether or not the obstructions at Fort Caswell are removable while under the hostile guns of that fort.

I shall write to General Foster, informing him that I presume the only cooperation the Navy can give (as I apprehend the ironclads can not be detained for this object) will be after he has taken Wilmington and destroyed the gunboats building there, to aid by an outside attack with wooden vessels on the Federal Point works, and on their capture to attack Zeek's Island with such gunboats as can get in the New Inlet entrance, capturing which work we can support his subsequent attack on Fort Caswell (with the gunboats from above and with the ironclads, if we have them, from below).

I annex to the enclosed copies of reports brief memoranda obtained from the statements of George F. Bowen, Wilmington pilot, lately sent by Mr. Blunt, of New York, regarding the depth of water on New Inlet and Western bars.

The *Montauk*, at 1 p. m., has not yet arrived in the roads. .

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, December 27, 1862.

SIR: Since you have examined the charts, I desire to have your opinion as to the practicability of entering Cape Fear River with the ironclad under your command. The design of the joint expedition, of which the ironclads form the effective part of the naval force for the inside attack, is to take the defenses of one or both of the entrances to Cape Fear River and to capture Wilmington.

Please report your views in full respecting the probable impediments to be encountered and the means for surmounting them and the probable results obtainable by the ironclads. Your reply is designed for official use, and it is desirable that it should be frank and full.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain P. DRAYTON,
Commanding U. S. S. Passaic, Hampton Roads.

(Similar letters written to Commander Bankhead, commanding *Monitor*, Hampton Roads, and dated December 27; to Commander J. L. Worden, commanding *Montauk*, Hampton Roads, and dated December 29, 1862.)

U. S. IRONCLAD PASSAIC,
Hampton Roads, December 27, 1862.

SIR: In answer to your letter of this date requiring my opinion of the practicability of my entering with this vessel into Cape Fear River with a view to the capture of Wilmington, I beg leave to state:

That after conversation with Commander Bankhead, who has been on the survey of the river, and examination of the chart, I am satisfied that for anything like my draft the New Inlet entrance is out of the question, and, being of this opinion, I shall merely consider the southern one. Here, at low water, I see 9 feet, which is 13½ at high; from this, taking 2 feet for the swell—a most moderate allowance—and allowing that I happen on the very top of the tide, my vessel, which draws about 12 and which could not be brought below 11½ feet, would strike, judging from my experience in like cases in comparatively smooth water on the coast of South Carolina, where, under just such conditions, I could not, on two occasions, avoid doing so in a vessel only drawing 10 feet 9 inches, and this quite seriously, although the bar was buoyed, the compasses in order, and there was nothing to interfere with the free view of the pilot, all of which would be reversed in the case under discussion, particularly with regard to the view, which would be obtained only through a small hole in the pilot house, as the bar is under fire. Supposing this, however, safely crossed, the next difficulty would be met at a mile and a half beyond, where the channel is narrowed to less than 200 yards in front of Fort Caswell, which passage is, I understand, obstructed, and in the manner I have little doubt which has always been practiced in the Southern waters (where shallow water enough) by several rows of piles, the single opening through which will be closed at our approach. There are two ways of removing these obstructions: one by our shot and shells, which could only, however, clear that portion near the water; the other by torpedoes, which are both uncertain

and slow, as only one could be well discharged at a time, and were a single log to remain in the passage where there is only at high tide more than the exact quantity of water required, it would prove almost as serious an obstruction as the whole work, and grounding would be utter destruction.

Believing, as I do, that obstructions in shallow water can not be removed without first silencing the batteries that protect them, particularly where those are within short musket range, I would propose, should the projected entrance to the river be held to, to try and bring this about by the fire of the ironclads on Fort Caswell, which, although not offering any great chances of success, with the few now disposable, still does so to a much greater extent than any other I can think of.

In conclusion I would say that, although my convictions are decidedly against the probability of getting by the obstructions at Fort Caswell, and, to a somewhat less degree, of even crossing the bar, still I beg you to understand that should either or both be attempted, nothing shall be left undone on my part to ensure their success and no cooperation can be more hearty than that which, to the best of my ability, I am prepared to give.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

U. S. IRONCLAD MONITOR, *December 27, 1862.*

SIR: In obedience to your request, contained in your letter of this date, desiring my opinion as to the practicability of entering Cape Fear River with the vessel under my command, etc., I have to state, first, that the New Inlet channel is not, in my opinion, feasible for vessels of the draft of the *Monitor* during the winter months. Long experience, gained while on the U. S. Coast Survey and employed on board a vessel of only 9 feet draft, has confirmed me in that opinion.

The bar is very much exposed to northerly and easterly winds and the entire sweep of the sea. The usual rise and fall of the swell in ordinary weather is 2 feet, which circumstance (as you will perceive from the depth given by the last survey) would render the passage extremely hazardous, if not impracticable.

2d. The Western Bar being the only passage left, I will state my opinions as to its practicability as succinctly as possible.

The Western Bar is, in my opinion, a practicable and safe passage for vessels of my draft (10 feet 4 inches), understanding that at present there are no impediments upon it. Consequently it is my opinion that if proper time of tide be selected there will be no difficulty in crossing it. The fact of being under fire from the crossing of the bar to the river above Fort Caswell I consider unimportant in a vessel of this class, provided no obstructions are encountered (while under fire) in the channel.

The shoal spot, represented upon the chart nearly in front of Fort Caswell and immediately under its guns and generally known as the Rip, has nearly the same water as the outer bar and could be readily passed in daylight under the guidance of persons acquainted with the necessary ranges, provided no obstructions had been placed upon it. That obstructions have been placed I am credibly informed, and of such

a nature as to interfere materially with the passage of any vessel. To pass the Rip with obstructions in the channel I consider impracticable, and to remove those obstructions under a heavy fire, with the means at present at our disposal, I think extremely doubtful. An attempt might be made to reduce the enemy's works which command the Rip, but it is my opinion that our present supply of ammunition would be exhausted before such a result was obtained, unless, indeed, there were a sufficient number of ironclads to engage the different batteries at the same time. Could the batteries be reduced, the obstructions could be removed at our leisure and with a certainty of success as to our ability to hold the river and eventually capture Wilmington.

I have stated my opinion to you, sir, frankly and honestly as to the impediments and difficulties to be overcome in an attempt to hold the Cape Fear River and capture the batteries, but do not hesitate to assure you that I am perfectly ready and willing to make the attempt to overcome those difficulties whenever I may be ordered to do so.

I am, sir, respectfully, your obedient servant,

J. P. BANKHEAD,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Memoranda obtained from the statements of George F. Bowen, Wilmington pilot.

New Inlet Bar.—On an average high tide vessels of 9½ feet draft can be carried over the bar. In spring tides 10 feet can be carried over with safety. Two feet is generally allowed for the swell. At low water there is from 6½ to 7 feet of water on the bar.

Western Bar.—Vessels drawing from 13 to 13½ feet can be taken over the bar, and from 12 to 12½ feet over the Rips under Fort Caswell.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of letter to Major-General Foster, U. S. Army, regarding the difficulties of naval cooperation against Wilmington, N. C.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 28, 1862.

SIR: I transmit annexed copy of my letter to Major-General Foster of this date, alluded to in my No. 263.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, December 28, 1862.

GENERAL: The commanding officers of the ironclads *Passaic* and *Monitor* report that they can not get their vessels in by the New Inlet entrance to Cape Fear River, owing to the light draft of water on the bar and the greater draft of their vessels.

While it is possible to get the deepest draft of the two over the Western Bar, both commanders think it is impossible to pass the narrow passage, shoaler than the bar, called the Rips, which lies under the guns and musketry of Fort Caswell, until the obstructions on the Rips are removed. This can not be done under the fire of the fort.

Under these difficulties, arising from shoal water, I presume the only cooperation the force under my command can give you in the projected attack on the defenses of Wilmington, besides aiding you in getting supplies through (say) New Topsail Inlet, will be by an outside attack with the wooden vessels on the Federal Point works, when you are ready to assist them. This, I suppose, will not be until you have attacked Wilmington. When Wilmington is taken, the gunboats building there destroyed, and the Federal Point batteries captured, our light-draft gunboats can enter by New Inlet and attack the batteries on Zeek's Island. With these taken, the light-draft vessels can assist in the attack on Fort Caswell. As the attack on this place is the last part of your programme, it is not certain that I shall be able to retain the three ironclads until it is made, as they are wanted farther south. The only part practicable for the ironclads is to attack Fort Caswell from below and inside the Western Bar, while the gunboats above and you inland are attacking it. These three ironclads are not considered sufficient to take Fort Caswell of themselves.

I have no maps showing how you can approach the Federal Point works, or how keep up your communications from New Topsail Inlet. But you have personal knowledge of the locality. Commander Murray should, as I mentioned to you both when here, examine New Topsail Inlet at once.

I have written to the Navy Department that your success and safety depend on the enemy being kept fully occupied at Richmond and Charleston, as Wilmington is but a day by rail from these points.

I shall leave here for Beaufort when the *Minnesota* arrives, say, in three or four days, or, allowing for accidents, by the end of this week. Anything important you have to say to me you had, however, best send by special messenger here, lest I may be prevented from seeing you at Beaufort or New Berne as soon as I expect and hope to do.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. G. FOSTER, U. S. Army,
Commanding Department of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, for the departure of that vessel with the U. S. S. Passaic.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 28, 1862.

SIR: Yours of this date with enclosures is just received.

You will have to leave with the monitor [*Passaic*] as soon as Captain Drayton thinks the weather suitable for making the passage, and without your gun if it is not here.

Respectfully, yours,
S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander J. F. ARMSTRONG, U. S. Navy,
Comdg. U. S. S. State of Georgia, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Armstrong, U. S. Navy, to transport troops to Beaufort, N. C., on completion of present orders.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: After towing the *Passaic* to her destination use all practicable dispatch to return here; receive your gun; receive such troops as General Dix may wish to send and you can carry, and take them to Beaufort.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ARMSTRONG.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the strength of the blockade off Wilmington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: I enclose copies of reports* from Captain Sands and Commander Macomb, dated the 23d and 19th instant, respectively, regarding the running of the blockade of New Inlet by a steamer on the 18th instant.

The *State of Georgia*, *Cambridge*, *Mount Vernon*, and *Monticello* were then absent repairing, but there were six other steamers on the blockade, including the *Dacotah*, charged with special duties, and the *Penobscot* absent for coal.

The blockade is now strengthened by the return of the *Cambridge*, *Mount Vernon*, and *Monticello*, and by the schooners *Arletta* and *William Bacon*, and I trust there will be no more violations of it.

The *Columbia* will be put under immediate orders for the blockade.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Worden, U. S. Navy, commanding U. S. S. Montauk, to proceed to Beaufort, N. C.

Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: Proceed to Beaufort, N. C., with the U. S. battery *Montauk* under your command in tow of the U. S. S. *Connecticut*, availing yourself of the first favorable weather for making the passage, and there await further orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander WORDEN,

U. S. S. Montauk.

* See p 313-315.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding the obstructions in New Inlet, Cape Fear River.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, [1862].

DEAR SANDS: The *Passaic* (Drayton) and *Monitor* (Bankhead) left here to-day for Beaufort. The first draws 12 feet, the latter 10 feet. Their commanders feel sure, after examining the charts and upon the local knowledge of Commander Bankhead, who was there on the coast survey, that these ironclads can not enter the New Inlet channel. Captain Drayton thinks even if he got over the Western Bar safely he can not expect to pass the Rips under Fort Caswell, which are narrow, with less water than the bar, and obstructed, he thinks, with piles. He and Commander Bankhead believe that these obstructions can not be removed under fire of the fort. It is important to know what these obstructions are and if they can be removed, so as to leave a clear passage for the ironclads. Where the channel is so narrow and shoal a foot or two of obstruction or the débris of a barricade would bring the ironclads up. Can not Lieutenant-Commander Braine and Mr. Kroehl approach these obstructions under favor of night, ascertain their character, and report if they can remove them?

Let me hear from you as soon as you get, with the assistance of the officers around you, the information desired in my previous communications.

I expect the *Minnesota* here in a few days, and to leave for Beaufort in from five to seven days from now. In order to avoid weakening the blockade by dispatching a vessel from off Wilmington with your report, I send the *Rhode Island* to you to bring it to me at Beaufort.

The *Rhode Island* has two spar buoys with anchors and two without anchors. The *Columbia* will take two spare anchors. I design one of these to mark the Sheep Head Rock, to be planted just east of it; another to be planted at the crossing of the parallel $33^{\circ} 58'$ and the meridian $77^{\circ} 54'$, or at 300 or 400 yards east of this; another just outside the entrance to New Inlet on the line (W. by N. $\frac{1}{2}$ N.) of the sailing directions, and the other for the western entrance where the 3-fathom curve is crossed by the line (N. E. by N.) of the sailing directions. Can not Lieutenant-Commander Braine in the *Monticello* plant these with the aid of the pilots? Where the *Monticello* is exposed to the chances of fire from the batteries, her torpedoes (of which Mr. Kroehl seems to have too many filled) ought to be on one of the other vessels or one of the schooners. I have sent Mr. Kroehl's spare torpedoes from the *Connecticut* to the ordnance vessel at Beaufort. Inform him. If he can use them, you may get them down and dispose of them as above mentioned. I enclose directions for planting buoys. While you are supervising special orders, charge Commanders Scott and Parker to watch the blockade closely and carry out orders relating thereto.

There must be better system about coaling to avoid weakening the blockade. Only one vessel should be absent at a time. There must be no such custom as taking turns to go for coal. Either the large vessels capable of carrying a good deal of coal must do most all the necessary moving about (for which every vessel should be at all times ready) or the small vessels must do the running and go oftener for coal and make short stops at Beaufort. The Southern papers report a steamer to have

carried in a large quantity of valuable supplies to the rebels. Effort must be made to prevent this.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain SANDS,

Commanding Decotah, Senior Officer off Wilmington.

Letter from Major-General Foster, U. S. Army, to Commander Davenport, U. S. Navy, requesting the surveying and buoying of the channel of the Cape Fear River.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, December 29, 1862.

COMMANDER: In order to enable me to land forces on the opposite side of the river with facility, I have the honor to request that you will survey and buoy out the channel running from this to the opposite shore and extending up 5 or 6 miles, or as far as you may have time to carry the survey.

I would respectfully suggest that the opposite side of the channel be marked in a distinct manner, and that these marks be placed as close together as possible. It has been found that saplings with bush tops on one side of the channel and without bush tops on the other side, the butts driven well in the bottom, are the best marks.

I would also suggest that after the channel has been marked, in order to show that no stumps have been touched by the sounding rod, the channel be swept by a rope or chain and all stumps thus detected be marked by distinct buoys.

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

J. G. FOSTER,

Major-General, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,

Senior Naval Officer Present, Sounds of North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding measures for a more efficient blockade of Wilmington.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: Yours of December 23* (without signature) is received, by the *Young Rover*. I deeply regret the running of the blockade of New Inlet by a steamer on the 18th instant. The blockade of that entrance is not kept as strong as the other. Divide the force better. If there is a difference, the New Inlet side requires more instead of less vessels than the other. The steamers should be required not to waste their fuel by running about unnecessarily in the daytime, nor should they be allowed to make delays at Beaufort. The force present allows a steady blockade of the inlets above and below, as well as the entrances over Western Bar and New Inlet. Assign one steamer and one schooner to the inlets above, and one steamer and one schooner to the inlets below

the two main entrances to Wilmington. The anchor and cable buoyed and slipped by the *Young Rover* ought to be recovered.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Commanding U. S. S. Dacotah, off Wilmington.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Assistant Secretary of the Navy, requesting information regarding Federal Point and New Topsail Inlet.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, [1862].

MY DEAR SIR: I would like to have all the information which the Coast Survey can furnish you concerning the hydrography and topography of Federal Point and New Topsail Inlet, including the intermediate seacoast, inlets, the sounds, and the country between them and Cape Fear River.

Faithfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. G. V. FOX,

Assistant Secretary of the Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Cooper, U. S. Navy, regarding an additional supply of ammunition.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: Lieutenant-Commander Phenix has been directed to furnish you with 50 per cent additional ammunition above what is authorized by the ordnance manual. You will please make arrangements to have it delivered to you with all dispatch. A tug will be directed to you when the ammunition is ready. This order is not intended to delay your departure after Commander Worden is ready to go. In the meanwhile take in what additional ammunition you can and the rest on your return.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander G. H. COOPER, U. S. Navy,

Commanding U. S. S. Connecticut.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Trenchard, U. S. Navy, to transport troops to Beaufort, N. C., on completion of present orders.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: After towing the *Monitor* to her destination, use all practicable dispatch to return here. Receive such troops as General Dix may

wish to send and you can carry, and take them to Beaufort. Deliver the enclosed to the quartermaster at Beaufort, and inform him that General Foster wishes to receive it safely and without delay.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander TRENCHARD,

Commanding U. S. S. Rhode Island.

Report of Lieutenant-Commander Braine, U. S. Navy, transmitting reports regarding a reconnoissance of the bar at New Inlet.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, December 29, 1862.

SIR: I enclose you the reports of Acting Master L. A. Brown, of this vessel, and Pilot George F. Bowen, relative to the water on New Inlet Bar, mouth of Cape Fear River, North Carolina. They made a careful investigation, and I am satisfied that the results of the same can be relied upon for future use.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Hampton Roads, Virginia.

[Enclosures.]

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, December 29, 1862.

SIR: In obedience to your verbal order, 27th instant, I have to report as follows: I left this ship at 6 p. m., 27th instant, and stood in for New Inlet, steering N. by W. After pulling for nearly half an hour, I found the tide cutting us well to northward, and when in 5 fathoms of water I was obliged to haul up to N. W. After steering on that course twenty minutes, I made a light, supposed it to be near the light-house at Federal Point, bearing N. N. W. After making the light, I stood for it, and found that the light was, as supposed, near the light-house at Federal Point. Soon after I made the northern breakers ahead. I then kept two leads going, and pulled into within 20 yards of outer breakers, when I had 9 feet of water. I then brought the boat's head around to W. S. W., and steered in that direction until I made the breakers on Caroline Shoal, then again kept away W. N. W. until the northern breakers were seen to seaward off Federal Point light-house, and, judging myself inside the bar, I pulled out, heading E. S. E. After getting into 2 fathoms of water and heading to northward, we laid on our oars, and let the tide sweep us again through the channel, and over the bar, until we had deepened our water from 9 feet on the bar to 11 and 12 feet inside the bar. When at 12 feet, could plainly see the white sand beach and the dark line of earthworks. I again pulled out, and when on the bar in 9 feet of water, I pulled across the channel and found in no place less than 9 feet of water. The apparent time when on the bar was 8:30 p. m. The time of low water on bar by calculation was 7 p. m., giving one

hour and a half of flood tide. After being satisfied that I had passed twice over the bar, I again pulled to seaward, heading S. and S. by E. At this time a heavy sea was running, the wind being S. W., and the weather rainy. Pilot George Bowen accompanied me, and sounded in the bow of the boat while I sounded aft. I am satisfied that 10½ feet can be carried over the bar at high water with perfect safety. I verified the ranges given me by you for Federal Point light-house, Zeek's Island, and the course over the bar to be correct.

I am, very respectfully, your obedient servant,

L. A. BROWN,
Acting Master, U. S. Navy.

Lieutenant-Commander D. L. BRAINE,
U. S. S. Monticello.

U. S. S. MONTICELLO,
Off New Inlet, December 28, 1862.

SIR: After a careful reconnoissance of the bar at New Inlet, mouth of Cape Fear River, on the night of the 27th of December, 1862, when I sounded over the bar at one hour and eighteen minutes after low water, the least water I obtained was 9½ feet by a lead line, accurately measured to feet, and I am satisfied that at mean low water there are 7½ feet upon the bar, and at high water 12 feet. In my opinion at high water, the sea being smooth, I can carry over 10 feet with perfect safety, perhaps more at full and change of moon.

I am, very respectfully, your obedient servant,

GEORGE F. BOWEN.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Monticello.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding the destruction of guns and battery after the action at Elizabeth City.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., December 29, 1862.

SIR: I shall write to-night to General Foster concerning the removal of the guns, and the destruction of the works at Cobb's Point battery, [North Carolina], which subjects were mentioned in your letter to me of the 11th instant, received last night.

After the action at Elizabeth City, I, by direction of Commander Rowan, did what I could to render the guns and battery unserviceable. I burned the platforms, destroyed the magazine, exploded shells in the guns, chipped off the trunnions and cascabels, and then wedged two solid shot firmly into the bore of each gun.

I shall order a board to examine into and report on the best way to protect the steam drums of the *Perry* and *Southfield*, or steam chimneys, as the engineers call them. The *Perry's* is already surrounded by three-eighths-inch iron.

It was as near as can be ascertained about 7 o'clock when we met and took in tow the *Southfield* on the 10th instant. We should have reached here sooner, having plenty of steam, but expecting to be fired into from the right bank as we went up, we had our four guns and

howitzer on the port side, which heeled her so much that she moved but slowly.

I have the honor to be, sir, very respectfully, your obedient servant,
O. W. FLUSSER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Hooker, U. S. Navy, of the chase of a steamer off Little River.

U. S. S. VICTORIA,
Off Shallotte Inlet, December 29, 1862.

SIR: I have to report that on Sunday, December 28, at 10:30 a. m., a sail was reported from masthead bearing eastward of S. E. At 11 a. m. the sail was made out to be a large steamer steering westward along the land, nothing suspicious in her appearance. Deeming it probable that she was one of our steamers going south, with my small stock of coal, her great distance, and the certainty that she was much faster than my ship, I did not get underway.

At 11:45 strange steamer hauled up for the land; was then in sight from deck; was two-masted, very rakish; had the appearance of two smoke pipes and dark-colored paint; could not make out whether side-wheel or propeller, but think side-wheel. Immediately got our anchor and at 12 m. was underway under steam and sails. At 12:45 p. m. strange steamer was shut in with the land below Little River. Continued the chase. At 2 p. m. strange steamer again in sight, standing off the land, steering to the westward of south, firing up with soft coal, going very fast and dropping us rapidly.

At 2:30 p. m. tacked ship and stood back for our anchorage, being then by estimation about 10 miles below Little River. Strange steamer's hull down from aloft, and from deck nothing visible but a cloud of black smoke. I am confident that the steamer communicated with the land on the South Carolina coast about 15 or 20 miles below Little River.

Very respectfully, your obedient servant,

E. HOOKER,

Acting Volunteer Lieutenant, Commanding U. S. S. Victoria.

Captain SANDS, U. S. Navy,
Senior Officer on Station.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movement of vessels to and from Hampton Roads.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 29, 1862.

SIR: The U. S. S. *Young Rover* arrived here from off Wilmington this morning, under orders from Captain B. F. Sands, senior officer then present, in consequence of the report of a board of survey on her. I have directed an examination to be held on her at once. (See No. 268 of this date.)

The U. S. S. *Connecticut* and battery *Montauk* arrived here this morning at 11 a. m.

The U. S. S. *Rhode Island*, towing the *Monitor*, and the U. S. S. *State of Georgia*, towing the *Passaic*, left here for the port of rendezvous mentioned in my No. 249, to-day.

On the evening of the 27th, H. B. M. S. *Petrel* left the roads for Charleston, S. C. I declined the offer of her commanding officer to take letters for me to Admiral Du Pont. This afternoon H. B. M. frigate *Melpomene* left the roads for Bermuda.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, of the proposed arrest of vessels carrying merchandise without permits.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 30, 1862.

SIR: In consequence of the rumored capture of several persons (as stated in the newspapers) on their way from Norfolk to Elizabeth City with goods to the amount of \$20,000 in a schooner, and in order as far as possible to prevent any recurrence of such an event, whether by accident or design, Commander Murray reports to me (December 27) that he intends to station a vessel at Elizabeth City to arrest all vessels engaged in carrying merchandise without legal permits.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

NAVY DEPARTMENT, *December 30, 1862.*

Your confidential communications 263 and 264 received. As they are founded upon charts and not upon surveys, the Department will give no orders until it is positively known about the bars.

The *Passaic* can easily be made to draw 11 feet of water with seven days' coal.

Let Commander Worden send a full report of the *Montauk's* performance.

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Columbia.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 30, 1862.

SIR: The U. S. S. *Columbia* left last night for Beaufort, N. C., and the blockade off Wilmington.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Davenport, U. S. Navy, giving stations of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., December 31, 1862.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

December 17 the *Underwriter* sailed for Hatteras.
December 19 the *Hetzel* sailed for Ocracoke.
December 20 the *Hetzel* arrived at Ocracoke.
December 21 the *Hetzel* ran down to Hatteras.
December 22 the *Hetzel* arrived at Roanoke Island.
December 23 the *Hetzel* left Roanoke Island.
December 24 the *Hetzel* arrived at New Berne.
December 27 the *Commodore Hull* arrived at New Berne.
The *Miami*, *Southfield*, *Whitehead*, and *Seymour* are at Plymouth.
The *Louisiana* is at Washington.
The *Underwriter* is at Hatteras Inlet (ordered to New Berne).
The *Granite* is at Ocracoke (ordered to Hatteras).
The *Hetzel* and *Commodore Hull* are at New Berne.

I have the honor to be, respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

The loss of the U. S. S. Monitor, December 31, 1862, and passage of the U. S. S. Passaic from Hampton Roads to Beaufort.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding the U. S. S. *Rhode Island* to tow the U. S. S. *Monitor* to Beaufort, N. C.

Confidential. | U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, December 24, 1862.

SIR: Proceed with the *Monitor* in tow to Beaufort, N. C. Avail yourself of the first favorable weather for making the passage. Return to this port.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, acknowledging orders.

U. S. S. RHODE ISLAND,
Hampton Roads, December 25, 1862.

SIR: I have the honor to acknowledge the receipt of your confidential communication of the 24th instant, and will proceed in conformity with your instructions as soon as the weather shall be favorable for the tow.

I am, very respectfully, your obedient servant,
STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, revoking the order for the return of that vessel to Hampton Roads.

Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, December 25, 1862.

SIR: That part of my order to you of yesterday requiring the *Rhode Island* to return to this port is hereby revoked. If you can readily pass the bar at Beaufort, you will await further orders at that port. If not, your tow will proceed to Beaufort, under my orders to Commander Bankhead, and you will remain outside with the *Rhode Island*, and there await further orders.

Send on board the *Colorado* for James G. Gardner, paymaster's clerk, of the U. S. S. *Daylight*, now off Wilmington, and give him a passage to Beaufort. Let him join his ship as soon as possible from that place.

I am, respectfully, etc.,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander S. D. TRENCHARD,
Commanding [U. S. S.] *Rhode Island*, Hampton Roads, Virginia.

[Telegram.]

HAMPTON ROADS, December 29—4 p. m.
(Received at Washington 5:30 p. m.)

The *Montauk* arrived, and the *Passaic* and *Monitor* went out to-day. *Connecticut* will be ready.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES.

[Telegram.]

FORT MONROE, VA., January 3, 1863.

The *State of Georgia* reports* that the *Monitor* foundered on Tuesday night south of Cape Hatteras, with the loss of two officers and twenty-eight men (names not received) belonging to *Monitor* or *Rhode Island* or to both. The *Passaic* is at Beaufort; all reports received will be sent by mail to-day.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy.

* See p. 343.

[Telegram.]

HAMPTON ROADS, *January 3, 1863—9 p. m.*
(Received at Washington 9:30 p. m.)

The *Monitor*, in tow of the *Rhode Island*, passed Hatteras Shoals Tuesday afternoon, the weather fine and promising; about 9 p. m., squally weather, and by half past 10 it blew hard, and at 1:30 a. m. on Wednesday, 31st, the *Monitor*, having sprung a leak, went down. Commander Bankhead and the officers and crew of the *Monitor* behaved nobly and made every effort to save their vessel. Commander Trenchard, the officers, and men of the *Rhode Island* did everything in their power to rescue the officers and crew of the *Monitor*. The following is a list of the missing on the *Monitor*:

Norman Atwater, acting ensign.	Robert Howard, officers' cook.
George Frederickson, acting ensign.	William Allen, landsman.
R. W. Hands, third assistant engineer.	William Egan, landsman.
Samuel A. Lewis, third assistant engineer.	Jacob Nickles, ordinary seaman.
John Stocking, boatswain's mate.	Robert Cook, first-class boy.
James Fenwick, quarter gunner.	Thomas Joice, first-class fireman.
William Bryan, yeoman.	Robert Williams, first-class fireman.
Daniel Moore, officers' steward.	George Littlefield, coal heaver.

Of the *Rhode Island*:

[D. Rodney Browne, acting master's mate.]	Lewis A. Horton, seaman.
Charles H. Smith, coxswain.	John Jones, landsman.
Morris Wagg, coxswain.	Luke M. Griswold, ordinary seaman.
Hugh Logan, captain afterguard.	George Moore, seaman.

The *Rhode Island* just arrived; passed the *Montauk* at half past 5 this morning, 15 to 20 miles to the northward of Hatteras, doing well; weather fine.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of reports and orders.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 3, 1863.

SIR: I have the painful duty to perform of reporting the loss of the *Monitor* at sea, south of Cape Hatteras, on Tuesday night, the 30th ultimo. I am informed by Commander Armstrong that two officers and twenty-eight men of the *Monitor* and *Rhode Island* were drowned. See his report enclosed, marked E.

The *Passaic* is at Beaufort, N. C. Both these vessels departed from the roads in good weather. I left it to the discretion of their commanders to choose the weather and time of their departure.

The following copies of papers are enclosed:

- A. My orders (December 24) to the *Monitor*.
- B. My orders (December 26) to the *Passaic*.
- C. Captain Drayton's report (January 1), from Beaufort, of the behavior of the *Passaic*.
- D. Commander Armstrong's report (January 3) of the behavior of the *State of Georgia* in towing the *Passaic*, enclosing (1) report of his executive officer, and (2)* report of his engineer.

* Not necessary to publish.

E. Commander Armstrong's report (January 3) concerning the loss of the *Monitor*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure 1.]

A.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 24, 1862.

SIR: Proceed in tow of the *Rhode Island*, with the *Monitor* under your command, to Beaufort, N. C., and wait further orders. Avail yourself of the first favorable weather for making the passage.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander J. P. BANKHEAD, U. S. Navy,

Commanding U. S. S. Monitor, Hampton Roads, Virginia.

[Enclosure 2.]

B.

Confidential.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, December 26, 1862.

SIR: Proceed in tow of the *State of Georgia*, with the *Passaic* under your command, to Beaufort, N. C., and wait further orders. Avail yourself of the first favorable weather for making the passage.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain PERCIVAL DRAYTON, U. S. Navy,

Commanding U. S. S. Passaic, Hampton Roads, Virginia.

[Enclosure 3.]

C.

U. S. IRONCLAD PASSAIC,
Beaufort, N. C., January 1, 1863.

SIR: I have the honor to report the arrival of this vessel here at 6 p. m. to day. I have suffered considerably in the two gales to which I was exposed coming down. The pumps all got out of order, and the limbers between the forward part of the steamer and the pumps became choked, so that I was obliged to depend on buckets and a small force pump worked by hand to keep that part of the vessel moderately free. I found that the forward armor projection thumping into the sea was gradually making a large opening there, through which the water poured in a large stream, and I am seriously of opinion that a few hours of a very heavy sea, and on, would go far to rip the whole thing entirely off of the main body. On Tuesday night and Wednesday morning I was for a time in considerable danger, the water having gained on the pumps so as to be within 4 inches of the fires, and twenty minutes more

at the same rate of increase would have put them out, when nothing could have saved the vessel from sinking. Fortunately we were able to check the increase just in time, but it has very nearly occurred on several occasions since. I was obliged on Tuesday night, by way of relieving the thumping, which was fast opening the bow, to throw overboard a quantity of 32-pound shot and scrap iron, which has been stowed under my cabin. I could not keep an account of it, but supposed it amounted to about 10 tons.

All of my pumps require a thorough overhauling, and I shall be obliged to break out the coal to take up the deck over the place where I suppose the limbers to be choked.

On Tuesday at 10 p. m., finding that I could not stand the thumping of the heavy southwest sea, I directed the *State of Georgia* to run north and get a lee north of Hatteras, and had the southwest wind continued, would have come back to Hampton Roads; but meeting the next morning a strong northwest wind, was obliged to turn away from it also, which brought me back here.

In conclusion, I would beg to state that it is my opinion that the projections over the fore and after part of these vessels render them totally unfit for the sea, as it must inevitably be gradually torn off. Notwithstanding the care I have taken to run away from the heavy seas, my bow, and I think the stern, has been so much opened that I think the vessel may be almost considered unseaworthy without extensive repairs, which even then would be useless unless they give greater strength than was originally considered necessary.

My crew, as you may suppose, have been very much overtasked, and could scarcely have stood the fatigue they were necessarily subject to much longer, and were fast breaking down from want of sleep, and impure air.

I have only time to write these few lines, as Commander Armstrong is wanting to be off, but will make a more detailed report later. In the meantime he can give you any information which you may desire beyond what is here supplied.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

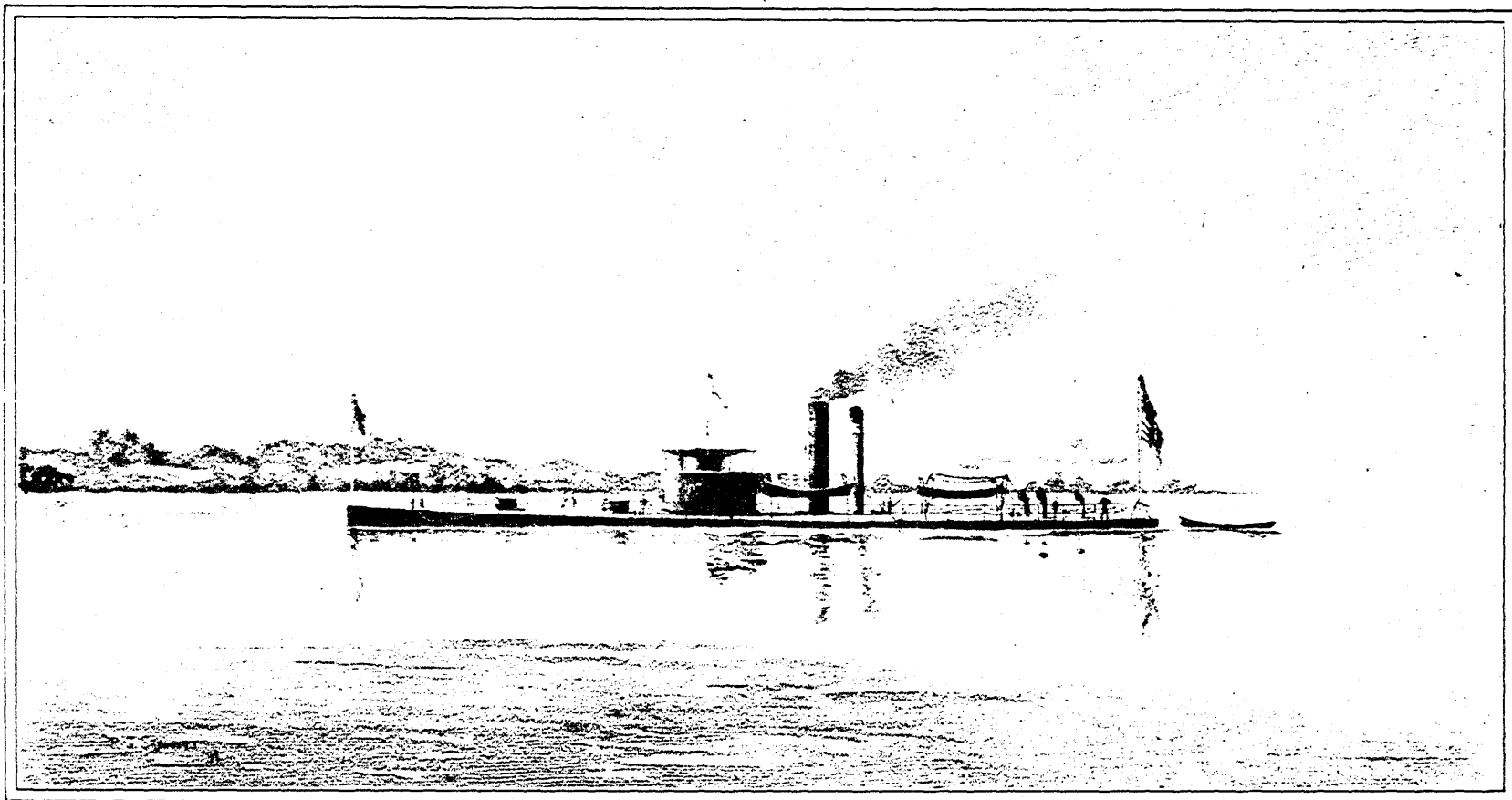
[Enclosure 4.]

D.

U. S. S. STATE OF GEORGIA,
Hampton Roads, Virginia, January 3, 1863.

SIR: I have the honor to report the arrival of this ship, having performed the duty assigned of towing the *Passaic* to Beaufort, N. C.

The passage down was very stormy, and on the evening of the 30th Captain Drayton made a signal to return, and again in the night, that he was slowly sinking. We ran back with the *Passaic* as far as Nag's Head until 2 p. m., on Wednesday, 31st, when we again started for Beaufort, arriving there on the evening of January 1, the *Passaic* going into port. I enclose a communication from Captain Drayton, of that ship. As this ship did not cross the bar at Beaufort, I have still on board his towline and shackles, which he requests may be sent down by the first vessel.



UNITED STATES STEAMER PASSAIC.

On the passage down and returning this ship has made considerable water; the stern appears in worse condition, more broken. In plunging into the sea, it works the whole stern and, acting as a lever, endangers the whole bow. I consider it in a very unsafe and unseaworthy condition, and respectfully request it may be repaired. I enclose reports from the executive officer and chief engineer of this vessel. The wheelhouse compasses failed to traverse, owing to the local attraction, and the ship had to be steered by passing the word forward from the after binnacle compass.

On the morning of the 30th ultimo, at 7 a. m., William H. Kearney, landsman, a native of New York, died of acute laryngitis and was buried at sea.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—I think the wheel can be placed abaft the mizzenmast with little trouble and where the compasses will act properly. The forward wheelhouse can remain, as it is useful for harbor and river purposes.

J. F. A.

[Enclosure 5.]

E.

U. S. S. STATE OF GEORGIA,
Hampton Roads, Virginia, January 3, 1863.

SIR: I was spoken January 1 by the U. S. S. *Columbia*, off Cape Lookout. She reported that the *Monitor* had foundered in the gale of Tuesday night. She had lost sixteen of her crew. The *Rhode Island* had lost twelve men. Two [five] officers were lost, but I did not learn from which vessel.*

When this ship left last Monday the weather was fine, but on Tuesday the barometer fell to 29:30 and we encountered severe weather. Captain Drayton, of the *Passaic*, desired me to say to you that it would take eight or nine days to put his pumps and machinery in order.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, based on information from the commanding officers of the U. S. steamers *Passaic*, State of Georgia, *Monitor*, and *Rhode Island*, transmitting reports.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 4, 1863.

SIR: I submit the following report, based on the reports received by me from Captain Drayton, of the *Passaic*, Commander Armstrong, of the *State of Georgia*, Commander Bankhead, of the *Monitor*, and Commander Trenchard, of the *Rhode Island*.

* See p. 340.

Captain Drayton reports that he suffered considerably in the two gales to which he was exposed coming down. On Tuesday, the 30th ultimo, at 10 p. m., finding that the *Passaic* could not stand the thumping of the heavy southwest sea, he directed the *State of Georgia* to run north and get a lee north of Hatteras, and, had the southwest wind continued, would have come back to Hampton Roads, but meeting the next morning a strong northwest wind was obliged to turn away from it also, which brought him back. He found that the forward armor projection, by thumping into the sea, was gradually making large openings there, through which the water poured in a large stream. Captain Drayton was of opinion that a few hours of a very heavy sea, end on, would go far to rip the whole upper structure from the main body. He expresses it as his opinion that the projections over the fore and aft parts of the monitor vessels render them wholly unfit for the sea.

Commander Armstrong, commanding U. S. S. *State of Georgia*, which towed the *Passaic*, reports that when he left Hampton Roads the weather was fine; passed Cape Henry on Monday, 29th ultimo, and steered southward with light westerly wind and pleasant weather. At 9 a. m., Tuesday, 30th, wind changed to S. W., freshened, and made a rough sea. From noon to 4 p. m. the weather was stormy. Saw the *Rhode Island* towing the *Monitor*, distant 5 miles S. W. At 5:50 p. m. [Cape] Hatteras light bore W. N. W. From 8 p. m. to midnight there were heavy squalls of wind and rain. At 10:30 p. m. the *Passaic* made signal to return, at which the *State of Georgia* changed her course to N. E. to pass Hatteras. At 3:30 a. m. on Wednesday, 31st ultimo, the *Passaic* made signal "slowly sinking;" meantime strong breezes, heavy sea, dark rainy weather. At 5 a. m. wind shifted to N. W. At 2 p. m. weather more moderate, *Passaic* signaled, "Proceed to Beaufort, N. C.;" changed course to southward. Passed Hatteras in first watch, in 11, 13, and 9 fathoms. Thursday, January 1, commenced overcast, with strong northwest wind. Spoke the *Columbia* at 10 a. m., and learned that the *Monitor* had foundered on Tuesday night. At 4:30 p. m. the *State of Georgia* anchored off Beaufort, N. C.

Commander J. P. Bankhead, commanding the *Monitor*, reports to me that he left the roads on Monday, 29th ultimo, at 2:30 p. m., with light southwest wind, clear, pleasant weather, and every prospect of its continuing so. At 6 p. m. he passed Cape Henry, water smooth and everything working well. The same good weather continued during night and until 5 a. m. on Tuesday, the 30th, when the *Monitor* felt a swell from the southward and a slight increase of wind from southwest, the sea breaking over the pilot house and striking the base of the tower; speed about 5 knots. Until 6 p. m. the weather was variable, with occasional squalls of wind and rain, with less swell in the afternoon. Bilge pumps were amply sufficient to keep her free. At 7 p. m. the wind hauled more to the southward, increased and caused sea to rise, the computed position being 15 miles south of Cape Hatteras. At this time the *Monitor* was yawing and towing badly, the vessel working and making more water. The Worthington pumps were set to work and the centrifugal pump got ready. At 8 p. m. the sea was rising rapidly (the *Monitor* plunging heavily), completely submerging pilot house and at times entering the turret and blower pipes. When she rose to the swell the flat under surface of the projecting armor would come down with great force, causing considerable shock to the vessel. Stopping the *Rhode Island*, which was towing her, did not make the *Monitor* ride easier or cause her to make less water, as she would then fall off and roll heavily in the trough of the sea. The

centrifugal pump was at length started, the others failing to keep the water down. With all the pumps working well the water continued rising, and at 10 [11] p. m., after a fair trial of the pumps and the water still gaining rapidly, Commander Bankhead made signal of distress, cut the hawser, steamed close to and under the lee of the *Rhode Island*, received two boats from her, and ordered the crew of the *Monitor* to leave her, a dangerous operation as the sea was breaking heavily over the deck. The two vessels touched, and, owing to the sharp bow and sides of the *Monitor*, the *Rhode Island* was endangered and she steamed ahead a little. At 11:30 p. m. the water was gaining rapidly, though all the pumps were in full play, the engine working slowly and the sea breaking badly over the vessel, making it dangerous to leave the turret. At this time several men were supposed to have been washed overboard; the engines and pumps soon ceased to work, the water having put the fires out. While waiting for return of boats bailing was resorted to. As the *Monitor* was now laboring in the trough of the sea Commander Bankhead let go the anchor, which brought her head to sea. The vessel filling rapidly, Commander Bankhead ordered the twenty-five or thirty men then left on board to leave in the boats, then approaching cautiously, as the sea was breaking violently over the *Monitor's* submerged deck. In this position Commander Bankhead held a boat's painter until as many men could get in as the boat could carry. Some men left in the turret, terrified by the peril, declined to come down and are supposed to have perished. Commander Bankhead did not leave his vessel so long as he could do anything toward saving his crew, in which effort he was ably assisted by Commander Trenchard, the officers and crew of the *Rhode Island*.

When the crew of the *Monitor* was mustered on board the *Rhode Island* four officers and twelve men were found missing, some of whom, it is hoped, were picked up or survived the gale in the *Rhode Island's* boat. A list of the *Monitor's* missing is enclosed in Commander Bankhead's report of the 3d instant, accompanying this report. Acting Assistant Surgeon Weeks suffered amputation of three fingers, his hand having been badly jammed.

Commander Bankhead speaks warmly of the good conduct of the officers and crew, with but few exceptions. He commended particularly Lieutenant S. D. Greene, his executive officer, and Acting Master L. N. Stodder as worthy of all praise. He warmly praises the deportment of Acting Master's Mate Peter Williams and Quartermaster Richard Anjier. The latter would not desert the ship until his commander left.

The officers and crew lost everything. They will, the latter at least, doubtless receive appropriate relief from the Government.

Commander Trenchard, commanding the *Rhode Island*, reports that he left Hampton Roads with the *Monitor* in tow on Monday, December 29, at 2:30 p. m., with wind light from S. W., sea smooth, and weather favorable that night and next day (the 30th), the *Monitor* towing easily. At 1 p. m. on the 30th, [Cape] Hatteras light bore W. S. W., distant 14 miles; at sunset it bore N. W., distant 17 miles, and the *State of Georgia*, with the *Passaic* in tow, to the northward and eastward. The wind was then light from S. W., with indications of good weather. Between 8 and 9 p. m. the wind hauled more to the southward and freshened, with rainy and squally weather. At 11 p. m., when 20 miles S. S. W. of Hatteras, the *Monitor* made signal of distress, at which Commander Trenchard sent his two largest boats to her assistance. One of them, the launch, was stove under the quarter of the *Rhode*

Island by the *Monitor*. While the *Monitor* was in that position ropes were thrown to her from the *Rhode Island*, but so reluctant was the crew of the *Monitor* to leave the vessel that they did not take advantage of the opportunity to save themselves. Acting Master's Mate D. R. Browne, of the *Rhode Island*, twice brought that vessel's first cutter full of men from the *Monitor*. He attempted a third trip, probably through a misunderstanding of orders, and did not return, though waited for that night and searched for next day (the 31st). There is room to hope that this boat, with its crew and probably with some of the missing *Monitor's* men, survived the gale. Commander Trenchard commends the skill and good conduct of Acting Master's Mates D. R. Browne and Stevens, of D. T. Compton, cockswain, and the missing crew of the cutter, a list of which is enclosed in Commander Trenchard's report of January 3, accompanying this.

I hope that the dependent families of the dead will receive the relief needed by their losses, and the faithful survivors the consideration deserved for their good conduct.

I have already sent to the Department, enclosed in my No. 10 of yesterday, a copy of Captain Drayton's report of the 1st instant from Beaufort, regarding the passage of the *Passaic*; Commander Armstrong's report of January 3, on the behavior of the *State of Georgia* in towing the *Passaic*, and his report of the same date concerning the loss of the *Monitor*.

Herewith I forward:

A. Report of Commander J. P. Bankhead (late of the *Monitor*) to Acting Rear-Admiral Lee, dated January 3, and enclosing (1) his detailed report of January 1; (2) the report of his senior engineer; (3) list of missing.*

B. Report of Commander Trenchard, commanding the *Rhode Island*, to Acting Rear-Admiral Lee, dated January 3, and enclosing (1) list of missing.

C. Report of Commander J. F. Armstrong, commanding the *State of Georgia*, to Acting Rear-Admiral Lee, dated January 3.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure 1.]

A.

U. S. S. RHODE ISLAND,
Hampton Roads, January 3, 1863.

SIR: I regret to have to report to you that the U. S. ironclad steamer *Monitor* foundered at sea at about 1 a. m. of the 31st day of December, 1862, with a loss of four officers and twelve men missing, some of whom may possibly have been saved. I enclose herewith a detailed account of the loss of the vessel with the probable cause, the report of the senior engineer, and a list of the men and officers missing.

Respectfully, your obedient servant,

J. P. BANKHEAD,

(Late) Commanding U. S. S. Monitor.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

* See p. 310.

[Subenclosures.]

U. S. S. RHODE ISLAND, *January 1, 1863.*

SIR: I have the honor to report to you that the *Monitor* left Hampton Roads in tow of the U. S. S. *Rhode Island* on the 29th December, 1862, at 2:30 p. m., wind light at S. W., weather clear and pleasant, and every prospect of its continuation. Passed Cape Henry at 6 p. m., water smooth and everything working well.

During the night the weather continued the same until 5 a. m., when we began to experience a swell from the southward with a slight increase of the wind from the S. W., the sea breaking over the pilot house forward and striking the base of the tower [turret], but not with sufficient force to break over it. Found that the packing of oakum under and around the base of the tower had loosened somewhat from the working of the tower as the vessel pitched and rolled. Speed at this time about 5 knots; ascertained from the engineer of the watch that the bilge pumps kept her perfectly free, occasionally sucking. Felt no apprehension at the time. The weather during the day and until 6 p. m. was variable, with occasional squalls of wind and rain, and toward evening the swell somewhat decreased, the bilge pumps being found amply sufficient to keep her clear of the water that penetrated through the sight holes of the pilot house, hawse hole, and base of tower (all of which had been well calked previous to leaving). At 7:30 the wind hauled more to the south, increasing in strength and causing the sea to rise; computed position at this time about 15 miles south of Cape Hatteras Shoals. Found the vessel towed badly, yawing very much, and with the increased motion making somewhat more water around the base of the tower. Ordered engineer to put on the Worthington pump and bilge injection and get the centrifugal pump ready and report to me immediately if he perceived any increase of the water. 8 p. m.; the sea about this time commenced to rise very rapidly, causing the vessel to plunge heavily, completely submerging the pilot house and washing over and into the turret and at times into the blower pipes. Observed that when she rose to the swell, the flat under surface of the projecting armor would come down with great force, causing a considerable shock to the vessel and turret, thereby loosening still more the packing around its base. Signalized several times to the *Rhode Island* to stop, in order that I might ascertain if by so doing she would ride easier or decrease the influx of water, but could perceive no difference, the vessel falling off immediately into the trough of the sea and rolling heavily. The engineer at this time reported that it would be necessary to start the centrifugal pump, as the others failed to keep the water under. Ordered him to do so immediately and report to me the effect.

Sea continued to rise, the vessel striking heavily forward. The engineer reported that the pumps were all working well, but produced no effect upon the water, which, by this time, had risen several inches above the level of the engine-room floor. About 10:30 p. m., having given the pumps a fair trial and finding the water gaining rapidly upon us, I determined to make the preconcerted signal of distress, which was immediately answered by the *Rhode Island*. I ranged up close to her and reported that the water was gaining rapidly upon us, and requested her commander to send boats to take off the crew. Finding that the heavy stream cable used to tow the *Monitor* rendered the vessel unmanageable while hanging slack to her bow, and being under the absolute necessity of working the engines to keep the pumps going, I ordered it

to be cut, and ran down close under the lee of the *Rhode Island*, at times almost touching her. Water continued to gain upon the pumps and was now above the ash pits.

Two boats reached us from the *Rhode Island*, when I ordered Lieutenant Greene to put as many men into them as they would safely carry. While getting the men into the boats (a very dangerous operation caused by the heavy sea breaking entirely over the deck), the vessels touched slightly, nearly crushing the boat and endangering the *Rhode Island* herself, as our sharp bow and sides would undoubtedly have stove her near the water's edge had she struck upon us heavily. The *Rhode Island* steamed slightly ahead and the vessels separated a short distance. At 11:30, my engines working slowly, and all the pumps in full play, but water gaining rapidly, sea very heavy and breaking entirely over the vessel, rendering it extremely hazardous to leave the turret; in fact, several men were supposed to have been washed overboard at this time. While waiting for the boats to return, the engineer reported that the engines had ceased to work, and shortly after all the pumps stopped; also, the water putting out the fires and leaving no pressure of steam. A bailing party had been previously organized, not so much with any hope of diminishing the water, but more as an occupation for the men. The engine being stopped, and no longer able to keep the vessel head to sea, she having fallen off into the trough and rolling so heavily as to render it impossible for boats to approach us, I ordered the anchor to be let go and all the chain given her, in hopes that it might bring her up. Fortunately it did so, and she once more swung round head to wind. By this time, finding the vessel filling rapidly and the deck on a level with the water, I ordered all the men left on board to leave the turret and endeavor to get into the two boats which were then approaching us. I think, at that time, there were about twenty-five or thirty men on board. The boats approached very cautiously, as the sea was breaking upon our now submerged deck with great violence, washing several men overboard, one of whom was afterwards picked up by the boats. I secured the painter of one of the boats (which by the use of its oars was prevented from striking the side) and made as many get into her as she would safely hold in the heavy sea that was running. There were several men still left upon and in the turret who, either stupefied by fear or fearful of being washed overboard in the attempt to reach the boats, would not come down and are supposed to have gone down in the vessel. Feeling that I had done everything in my power to save the vessel and crew, I jumped into the already deeply laden boat and left the *Monitor*, whose heavy, sluggish motion gave evidence that she could float but a short time longer. Shortly after we reached the *Rhode Island* she disappeared. I must testify to the untiring efforts and zeal displayed by Captain Trenchard and his officers in their attempts to rescue the crew of the *Monitor*. It was an extremely hazardous undertaking, rendered particularly so by the heavy sea and the difficulty in approaching the *Monitor*.

While regretting those that were lost, it is still a matter of congratulation that so many were saved under the circumstances. There is some reason to hope that a boat which is still missing may have succeeded in saving those left on board, or may have reached the vicinity of the vessel in time to have picked up some of them after she went down. Upon mustering the officers and crew on board the *Rhode Island*, four officers and twelve men were found to be missing, a list of whom I herewith enclose, as well as the report of Second Assistant Engineer Watters, acting chief engineer. I am firmly of the opinion that the

Monitor must have sprung a leak somewhere in the forward part where the hull joins on to the armor, and that it was caused by the heavy shocks received as she came down upon the sea.

The bilge pumps alone up to 7 p. m. had easily kept her free, and when we find that all her pumps a short time after, with a minimum capacity of 2,000 gallons per minute, not only failed to diminish the water, but on the contrary made no perceptible change in its gradual increase, we must come to the conclusion that there are at least good grounds for my opinion.

Before closing my report I must testify to the coolness, prompt obedience, and absence of any approach to panic on the part of the officers, and with but few exceptions on that of the crew, many of whom were at sea for the first time and (it must be admitted) under circumstances that were well calculated to appall the boldest heart. I would beg leave to call the attention of the admiral and of the Department to the particularly good conduct of Lieutenant [S. D.] Greene and Acting Master L[ouis] N. Stodder, who remained with me until the last, and by their example and bearing did much toward inspiring confidence and obedience on the part of others. I must also mention favorably Acting Master's Mate Peter Williams, and Richard Anjier, quartermaster, who both showed on that occasion the highest qualities of men and seamen. The latter remained at his post at the wheel when the vessel was sinking, and when told by me to get into the boat replied, "No, sir; not till you go."

The officers and crew have lost everything but the clothes they wore at the time they were rescued. There were no serious injuries received with the exception of Acting Assistant Surgeon G. M. Weeks, who jammed his hand so badly as to require a partial amputation of several of his fingers. Every attention and kindness has been shown to us by Captain Trenchard and his officers, to whom we all feel deeply grateful.

Very respectfully, your obedient servant,

J. P. BANKHEAD,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

U. S. S. RHODE ISLAND,
At Sea, January 1, 1863.

SIR: The following is a report of the condition of the engines and pumps connected with the engineer's department of the U. S. ironclad steamer *Monitor* on the night of the 30th December, 1862: Between the hours of 8 and 9 p. m. of that evening, I received orders from Captain Bankhead to examine and have ready for use all pumps connected with the engineer's department, an order which I promptly obeyed.

I immediately went to the engine room and found the bilge pump connected with the main engine in good condition and working well, as it had been during the day. I had the discharge pipe of the centrifugal pump connected to its proper place and all ready for use, and before leaving the engine room I gave orders to Mr. Hands, the engineer then on duty, in case the water should increase to let me know, and at the same time to start the Worthington pump and use the bilge injection. I then left the engine room and reported to Captain Bankhead that all pumps were ready for use. In a few minutes I returned to the engine room again and found the water about 1 inch deep on the

engine-room floor; the Worthington pump and bilge injection at that time were both in use. I remained in the engine room, and finding that the water did not decrease I had the centrifugal pump started; it worked well and constantly, but still the water increased. I reported to Captain Bankhead that I would have to reduce the speed of the main engines, in order to save steam for the use of the Worthington and centrifugal pumps. The ash pits at that time were more than half full of water, allowing but very little air to reach the fires; at the same time the blowers used for producing a current of air to the fires were throwing a great amount of water. The speed of the main engines was reduced, but still the pressure of steam decreased and the amount of water in the ship increased, until it reached the fires and gradually extinguished them. The pressure of steam in the boilers at that time was 5 pounds per square inch, and the main engines stopped, the Worthington and centrifugal pumps still working slowly, but finally stopped. I reported the circumstances to Captain Bankhead. A few minutes later I received an order to leave the engine room and proceed to get in the boats. It was then between the hours of 12 p. m. and 1 a. m., and the fires nearly extinguished.

I am, sir, very respectfully, yours, etc.,

JOSEPH WATTERS,

Second Assistant Engineer, U. S. S. Monitor.

Commander BANKHEAD,
U. S. S. Monitor.

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[Enclosure 2.]

B.

U. S. S. RHODE ISLAND,
Hampton Roads, January 3, 1863.

SIR: I have the honor to report, in conformity with your orders of the 24th ultimo, the *Rhode Island* proceeded to sea with the ironclad steamer *Monitor* in tow at 2:30 p. m. of the 29th ultimo, the wind being light from the southward and westward, with a smooth sea.

The weather continued favorable during the night, and the *Monitor* towed easily, speed ranging between 5 and 6 miles per hour.

At 1 p. m. of the 30th made Cape Hatteras light-house, bearing W. S. W., 14 miles distant.

The weather during the day continued the same. At sunset, when 17 miles S. E. of Cape Hatteras, made the steamer *State of Georgia*, with the *Passaic* in tow, to the northward and eastward of us, the wind being light at the time from southward and westward, with indications of good weather. Between 8 and 9 p. m. the wind freshened, hauling more to the southward, and attended with rainy and squally weather.

At 9 p. m. the *Monitor* made signals to stop. We stopped the engines, starting them again soon after. During the interval the *Monitor* appeared to be lying in the trough of the sea, laboring heavily, the sea making a complete breach over her. The steamer was then brought head to wind and sea, under easy steam, and the *Monitor* rode much easier and made better weather.

About two hours afterwards (11 p. m.), when about 20 miles S. S. W. of Cape Hatteras, Commander Bankhead made signals for assistance, and upon hailing we learned the *Monitor* was in a sinking condition. We lowered our launch and first cutter without delay, and commenced

getting her crew on board. While so engaged the *Monitor* ranged upon our port quarter, staving in the launch, and to prevent a serious collision, by which the *Rhode Island* would have been badly injured, it was necessary to forge the steamer ahead a little. While under our quarter ropes were thrown on board the *Monitor*, but so reluctant did the crew appear to leave their vessel that they did not take advantage of this opportunity to save themselves.

The vessels now being separated, a third boat was then lowered to assist the others in getting the crew on board.

Acting Master's Mate Browne, the officer in charge of the first cutter, deserves special credit for the skillful manner in which he managed his boat, having made two trips to the *Monitor* and rescued a number of her men. Encouraged by the success attending them, Mr. Browne started on another trip, and soon after was hailed and directed to lie on his oars, or drop astern and be towed up, as the *Rhode Island* would steam for the *Monitor*, as soon as the men could be got on board from the boats alongside and the boats hoisted up. Mr. Browne, perhaps, not understanding the order, proceeded on in the direction of the *Monitor*, whose red light from her turret was still visible, but by the time the steamer was ready to turn her wheels, the light had unfortunately disappeared (1:30 a. m., 31st ultimo).

The steamer proceeded slowly in the direction in which the *Monitor* bore when last seen, and endeavored to keep her position as near it as possible throughout the night, burning Coston's night signals at intervals.

After daylight, not seeing anything of the missing boat, I decided to cruise between the position [where] she had separated from us and Cape Hatteras and the extremity of its shoals, with the hope of falling in with her. This plan was carried out, and the day (31st ultimo) was passed in this way, but I regret to say without success. It is possible, however, that the boat may have been picked up by one of the numerous vessels that were seen off the coast on that day. The boat was buoyant, had a good crew, and no doubt well managed, and I entertain hope that her daring crew have been saved by some passing vessel. Acting Ensign [Albert] Taylor, the officer who had charge of the launch, which had rendered good service, speaks in high praise of the gallant conduct of Acting Master's Mate Stevens, who, when the launch was manning, went quietly into the boat, took one of the oars, and, while alongside the *Monitor*, in striving to save others, was himself washed from the boat, but was rescued by the first cutter. Mr. Taylor also speaks in high terms of David T. Compton, cockswain of the launch, who, when the boat was stove and rendered unfit for service, rowlocks broken, declared he would not leave the boat, but would go to the *Monitor*, even if he had to scull the boat. I enclose herewith a list of the men in the missing boat belonging to the *Rhode Island*.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

The following is a list* of the men missing in the first cutter from the U. S. S. *Rhode Island*, Acting Master's Mate D. Rodney Browne, in charge.

* See p. 340.

[Enclosure 3.]

O.

U. S. S. STATE OF GEORGIA,
Hampton Roads, Virginia, January 3, 1863.

SIR: In answer to your enquiries as to the weather on our late passage to Beaufort, I have the honor to state that this ship left this port with the *Passaic* in tow at 2 p. m. on December 29. At 5 p. m. passed Cape Henry light and steered to the southward, wind light from the westward, and weather pleasant. On Tuesday morning at 9 a. m. the wind changed to the southward and westward, increasing in force and causing a rough sea. At 5:50 p. m. Cape Hatteras light was seen W. N. W. From meridian to 4 p. m. weather stormy; several vessels seen. The *Cahawba*, with ship conveying troops, and the *Rhode Island*, towing the *Monitor*, about 5 miles distant to the S. W. of us. From 8 to midnight heavy squalls of wind and rain. At 10:30 p. m. *Passaic* made signal to return, changed our course to the N. E. to pass Hatteras. December 31 commenced with strong breezes and heavy sea and dark, rainy weather. At 3:30 a. m. *Passaic* made signals "slowly sinking;" prepared boats to render her all assistance. At 5 wind changed to N. W., and the barometer, which had fallen to 29:30, began to rise. At 2 p. m. weather more moderate; *Passaic* signaled to proceed to Beaufort, N. C.; changed our course to the southward. Passed Cape Hatteras in the first watch, sounding frequently in 11, 13, and 9 fathoms of water. January 1 commenced with strong wind from the N. W., and overcast. At 10 a. m. spoke, off Cape Lookout Shoal, the U. S. S. *Columbia*, and learned from her that the *Monitor* had foundered on Tuesday night, with the loss of men, and that the *Rhode Island* had lost men in trying to rescue the *Monitor's*. At 4:30 p. m. anchored off Beaufort; the *Passaic* received a pilot and proceeded into port. I went in a boat, received a communication from Captain Drayton for you, and heard the news of the loss of the *Monitor* confirmed by Captain Drayton. I understood sixteen men of the *Monitor* and twelve from the *Rhode Island* were lost, as well as two officers, but did not learn whether belonging to the *Monitor* or *Rhode Island*. Pulled out to my ship, got underway at midnight of January 2, and returned to this port, arriving this morning.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. *Rhode Island*.

December 29, 1862.—At anchor off Fortress Monroe. From 4 to 8 a. m. received on board two boats from the U. S. S. *Monitor*. From 8 to meridian took a hawser to the *Monitor*. At 2:30 p. m. got underway and steamed down the harbor, *Monitor* in tow, in charge of John H. Bean, pilot. At 5:40 p. m. Cape Henry bore W., distance 4 miles.

December 30.—At 6:40 a. m. the *Monitor* made signal to stop. Stopped the engine for them to pass [*sic*] anew our hawser. Sounded in 20 fathoms. At 7:30 a. m. proceeded on our course. At 4:30 p. m. Cape Hatteras bore N. W. by W., distant 16 miles. Made a steamer

with a ship in tow and the U. S. S. *State of Georgia* with the *Passaic* in tow on our port beam. At 8:45 p. m. Cape Hatteras light bore N. $\frac{1}{2}$ W., distant 20 miles. At 9 p. m. the *Monitor* made signal to stop. At 9:15 p. m. proceeded slow. At 11 p. m. she made signal of distress. Stopped and hailed her, and was informed that she was in a sinking condition. Called all hands and cleared away the boats. Lowered launch and first cutter. Launch was badly stove by being caught between the *Monitor* and *Rhode Island*, but succeeded in bringing off one load of men. Started with her the second time, but she became unmanageable, being half full of water, and was forced to return. The first cutter made two trips, bringing off about twenty more. The port hawser parted and the starboard was cut on board of the *Monitor*.

December 31.—Midnight to 4 a. m.: Lowered *Scorpion*, succeeded in getting the crew off except sixteen men and officers. Sent first cutter in charge of Mr. Browne for them. At 1:30 a. m. lost sight of the *Monitor's* light, we being unable to turn our wheels on account of the boats discharging the crew of the *Monitor*. Hoisted up *Scorpion* and launch and proceeded to windward in search of the first cutter and *Monitor*, but not finding them steamed to windward to hold our position until daylight. Burned Coston's signals every half hour. At 5 a. m. sounded with 30 fathoms of line, but got no bottom. At 6 a. m. sounded with 40, but got no bottom. At 7 a. m. in 35 fathoms water. From 8 to meridian: Steaming along the coast, looking out for our boat. At 8:30 a. m. sounded in 25 fathoms. At 9:45 a. m. mustered the crew saved from the *Monitor*, in all forty-seven men and officers. At 12 meridian made Ocracoke light-house bearing N. E. by N., distant 10 miles. Latitude, D. R., $34^{\circ} 56'$; longitude, D. R., $76^{\circ} 05'$. At 1 p. m. spoke the steamer *Kennebec*, with troops, from Hampton Roads; did not learn anything of our boat. At 1:15 p. m. Ocracoke light-house bore N. W. by W., distant 12 miles. At 2 p. m. signaled the U. S. S. *Columbia* and was boarded by the commander of her, who reported having experienced a heavy gale from S. W. At 3 p. m. proceeded on our course. Names of the first cutter's crew missing: Acting Master's Mate D. Rodney Browne; John Jones, Charles H. Smith; cockswain, Maurice Wagg, cockswain; Hugh Logan, captain after-guard; Lewis A. Horton, Luke M. Griswold, George Moore.

January 2, 1863.—At 10 a. m. came to anchor off Beaufort.

Date.	Hour.	Wind.		Weather.	Temperature.		Barometer.
		Direction.	Force.*		Air.	Water.	
1862.							
Dec. 29	6 p. m.	S. by W.	1	b. c.	58		30.11
29	8 p. m.	S. by W.	2	b. c.	50		30.12
29	12 midnight	S. W. by S.	2	b. c.	53		30.11
30	4 a. m.	S. S. W.	1		50	50	30.12
30	8 a. m.	S. S. W.	1	b. c.	57	52	
30	12 m.	S. W. by W.	1	b. c.	65		
30	4 p. m.	S. W. by W.	2		68	69	
30	8 p. m.	S. W. by S.	4	o.	70	74	29.95
30	12 m.	S. W. by S.	6	r. q.			29.90
31	4 a. m.	S. W.	7				29.40
31	8 a. m.	S. W.	7	o.	64	68	29.92
31	12 m.	N. N. W.	6		50	68	29.99
31	4 p. m.	N. N. W.	6		52		
31	8 p. m.	N. N. W.	5	b. c.	55	70	30.18
31	12 m.	N. N. W.					30.20

* Beaufort numbers.

Petition of the survivors of the original crew of the U. S. S. *Monitor*.

U. S. S. RHODE ISLAND,
At Sea, January 3, 1863.

HON. GIDEON WELLES,
Secretary U. S. Navy.

SIR: The petition of the undersigned respectfully represents that they are all who now remain of the original crew of the U. S. S. *Monitor*, and that they volunteered for service in her especially. We have performed our duties to the best of our abilities, and our devotion to our country and our noble ship will not be doubted. We feel that our officers will willingly accord to us no small degree of approval of our efforts to save her in the sad hour that compelled us to abandon her. In consideration whereof we humbly beg that we may be discharged from further service in the Navy of the United States, and be privileged to serve our country in whatever capacity may seem best. And your humble petitioners will ever pray, etc.

Joseph Crown, gunner's mate; John Rooney, master-at-arms; Thomas Carroll, captain hold; Ellis Roberts, paymaster's steward; David Cuddeback, ship's cook; William Marion, quartermaster; Peter Truscott, quartermaster; Anthony Connelly, seaman; C. F. Sylvester, seaman; Mathew Leonard, first-class fireman; John Gar[r]ety, first-class fireman; Geo. S. Geer, first-class fireman; Patrick Hannan, first-class fireman; Christy Price, second-class fireman; Michael Mooney, second-class fireman; William Richardson, second class fireman; Abraham Tester, first-class fireman; Robert Quin, second-class fireman; Thomas Carroll, coal heaver; John Mason, coal heaver.

[First endorsement.]

Respectfully approved and forwarded.

J. P. BANKHEAD,
Commander.

[Second endorsement.]

Forwarded January 4, 1863.

S. P. LEE,
Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

[Third endorsement.]

Give them two weeks' leave, with 20 per cent of all they may have due them. At the expiration they may return to the receiving ships nearest their residence.

W[ELLES.]

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. *Passaic*.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 4, 1863.

SIR: Under date of January 2, Captain Drayton, of the *Passaic*, writing from Beaufort, N. C., reports to me as follows:

I find that there has been a good deal of injury done to the vessel and engine, and should think that ten days would be necessary to get things to rights again; but I will hurry as much as possible to do so. I will require the ballast to be replaced

that I was obliged to throw overboard, before the vessel can be considered in fighting trim, and yet do not consider that she would be safe at sea with it in.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, [January] 4—11:30 a. m.

(Received 12:15 p. m.)

I request that the paymaster of the *Brandywine* may be authorized to pay the officers of the *Monitor* a month's pay, and that I be authorized to grant them permission to leave in the boat this evening. They are without clothes.

S. P. LEE,

Rear-Admiral, Commanding.

Hon. GIDEON WELLES,

Secretary of Navy.

[Endorsement.]

Paymaster of the *Brandywine* is authorized to give one month's pay to officers of the *Monitor*, and you can give them leave at discretion.

[WELLES.]

Report of Acting Rear-Admiral Lee, U. S. Navy, of the rescue of a boat's crew from the U. S. S. *Rhode Island*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 21, 186[3].

SIR: I have received to-day by mail a communication from Captain Drayton, dated the 3d, from Beaufort, reporting that the *Miami* that morning had towed into Beaufort a leaky schooner which had picked up the lost boat of the *Rhode Island*. He informs me that no more of the *Monitor's* crew were picked up by her.

Acting Lieutenant Townsend, under same date, from Beaufort, has reported to me that the schooner was the *A. Colby*, and that she had picked up the *Rhode Island's* boat about 50 miles to the eastward of Cape Hatteras, containing Acting Master's Mate D. R. Browne and seven men.

Although bound to Fernandina with army stores, she at once stood in for Hatteras Inlet in order to land those she had rescued. In the performance of this humane duty the *Colby* unfortunately struck on the outer Diamond Shoal and when she reached the bar was leaking at the rate of 2,000 strokes per hour. The *Miami* at the time was lying in the inlet and sent out a steam tug with an officer to answer her signal of distress. As a return for his humanity, Acting Lieutenant Townsend towed her to Beaufort, where she could be repaired.

Acting Lieutenant Townsend promised to send Mr. Browne's report as soon as he could obtain it.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding the rescue of boat's crew of the *Rhode Island*.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 30, 1863—evening.

SIR: I have the honor to enclose a letter from Commander S. D. Trenchard, commanding U. S. S. *Rhode Island*, dated the 10th instant, from Beaufort, N. C., enclosing a statement derived from Acting Master's Mate D. R. Browne regarding his experience with seven men in the *Rhode Island's* boat, which, in the final effort to save the last of the *Monitor's* crew, was lost at sea December 30, and picked up on the morning of the 31st by the schooner *A. Colby*, Master H. D. Harriman, of Bucksport, Me., bound to Fernandina with bricks for Government use.

In my No. 104, of January 24, I reported to the Department the general facts of the case as reported to me by Captain Drayton and Acting Lieutenant Townsend. I would respectfully call the attention of the Department to the humane conduct of Captain Harriman, as narrated in the enclosed, and to the injuries his vessel sustained, and to the serious delay he incurred in his efforts to place the officer and boat's crew of the *Rhode Island* in a place of safety.

When last heard from the *A. Colby* was at Beaufort, N. C., whither she had been towed by the *Miami* from Hatteras Inlet to receive repairs.

I have written to the commanding officer of the storeship there to ascertain officially how the repairs of this vessel were made, at whose and what expense, and what steps, if any, were taken at Beaufort toward securing Master H. D. Harriman from loss.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. RHODE ISLAND,
Beaufort Harbor, January 10, 1863.

SIR: It gives me great satisfaction to report that Acting Master's Mate D. Rodney Browne, together with the boat's crew missing from this vessel, have rejoined the *Rhode Island*. They reached Beaufort on the 2d instant. I enclose herewith a statement in detail of Mr. Browne's last trip in the first cutter of this vessel.

I would respectfully commend to the consideration of the Department the noble conduct of Captain Harriman, of the schooner *A. Colby*, Bucksport, Me., in rescuing our men, in which service his vessel sustained serious injury by getting on Diamond Shoal.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Subenclosure.]

U. S. S. RHODE ISLAND,
Beaufort Harbor, January 10, 1863.

SIR: I have the honor to report Mr. Browne's statement to be in substance as follows:

After having made two trips to the *Monitor* he started on the third, and, upon leaving the *Rhode Island*, he saw the red light burning at

the flagstaff of the *Monitor* and apparently about 1 mile distant. As the wind and sea were against him, he made but little progress, yet he continued gaining, until within a quarter of a mile of the *Monitor*, when the light became extinguished; it appeared to settle gradually in the water as he approached her and then it disappeared. When he approached what he supposed to be the position of the vessel, he could perceive no other trace of her, except an eddy apparently produced by the sinking of a vessel. He remained near that position as long as he deemed prudent, in order to rescue any of the crew who might be in the water, but found none.

He then started for the *Rhode Island*, which then appeared to be 2 miles distant, the weather being overcast, attended with a light rain, wind hauling to the northward. Soon after he lost sight of the *Rhode Island*, but afterwards saw the first, second, and third lights she burned; headed for her, and finally lost sight of her lights. This is the last he saw of the *Rhode Island*.

He then made a drag of the boat's mast by which he kept her head to sea and the crew on the lookout for signals. As no more could be seen he then pulled for the northward and westward, finding the sea to be too rough to pull directly west, hoping to fall in with some of the numerous coasting vessels. He kept the crew pulling all night in order to overcome the great strength of the northeast current, considering that if they did not exert themselves to do so they would be out of the track of all vessels.

At daylight he discovered a steamer some 4 or 5 miles distant. Soon after making her, she stood away from them. He also mentioned seeing a small black boat some distance off, with two or three men in her, seeing her as she rose three times upon the waves and then disappearing. At this time they were very much taken up with the management of their own boat, the sea being very irregular and coming from all quarters. After losing sight of the steamer already referred to, Mr. Browne saw a large ship closehauled, the wind being at the time from the northward and westward. He had approached sufficiently near to see the men upon her decks, but she passed without noticing his signal. He then pulled directly in for the land, which he estimated was about 40 miles distant. This was about 9:30 a. m. on the 31st ultimo, and about an hour afterwards he made a schooner to leeward. He got up the crew's coats for sails and peaking his oars to assist, ran down for her and at 11 a. m. arrived alongside. The schooner proved to be the *A. Colby*, Captain H. D. Harriman, of Bucksport, Me., bound to Fernandina with bricks for Government use. Mr. Browne and his crew were received with the greatest degree of kindness and attention, and the boat taken on board. The captain was requested to land the officer and his men at Beaufort, N. C., which he consented to do, and in running in for the coast with the view of ascertaining more correctly his position, being without observation, struck on the Diamond Shoal, off Cape Hatteras, causing the schooner to leak very badly. The same night the vessel anchored under the land near Hatteras Inlet.

On the following day, the 1st instant, Mr. Browne went on board the U. S. S. *Miami*, [Acting Lieutenant Robert] Townsend, reporting to him the situation of himself and crew, who dispatched twelve men to aid in assisting the schooner, and the same afternoon they started for Beaufort. At sunset they were overtaken by the *Miami*, taken in tow, brought into Beaufort, reaching there on the morning of the 2d instant.

Upon arriving there Mr. Browne reported to Captain Drayton, the senior naval officer, requesting that himself and crew might be permitted to remain on board the *A. Colby* to aid the captain in keeping his

vessel afloat until a certain amount of her cargo could be removed and be placed in a position to work his vessel with his own crew, remaining there until the 8th, when he went on board the storeship *William Badger*, Captain Carr, by whom Mr. Browne and his men were treated with every degree of kindness and attention, and upon the arrival of the *Rhode Island*, the following day, rejoined his own vessel.

Mr. Browne speaks of Captain Harriman in the following terms:

I can not say too much in praise of Captain Harriman, who did all that could be done, and thought nothing of the trouble to which we necessarily put him by so altering his original voyage, and although all he possesses was in the schooner, yet he told me when she struck that he would willingly lose all to save any one, and that if he should lose vessel and cargo he would never regret having taken us on board.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the captain of the schooner *A. Colby*, forwarding the acknowledgments of the Department for assistance rendered to the boat's crew of the U. S. S. *Rhode Island*.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 7, 1863.

SIR: It gives me pleasure to forward herewith an official acknowledgment from the Department of your humanity in rescuing the boat's crew of the U. S. S. *Rhode Island* and conveying them to Hatteras Inlet. I have instructed the naval officers at Beaufort to afford you every assistance in their power to enable you to repair your injuries.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain H. D. HARRIMAN,
Schooner A. Colby, Beaufort, N. C.

[Enclosure.]

NAVY DEPARTMENT, *February 4, 1863.*

SIR: The Department has received most favorable reports of your conduct in rescuing the boat's crew of the steamer *Rhode Island*, who became separated from their vessel while endeavoring to save those on board the *Monitor*, and conveying them to Hatteras Inlet.

Permit me to tender thanks to you for your good services. The Department regrets to learn that in the performance of so exemplary an act your vessel struck on Diamond Shoal, whereby she sustained considerable injury, and has been delayed in the performance of her voyage. It trusts that every assistance has been extended to you by the naval officers at Beaufort in repairing your vessel, and that you may sustain no pecuniary loss through the performance of a humane act.

Very respectfully,

GIDEON WELLES.

Captain H. D. HARRIMAN,
Master of Schooner A. Colby, Beaufort, N. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant navy yard, Philadelphia, recommending to his good offices the master of the schooner *A. Colby*.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 12, 1863.

SIR: I desire to recommend to your good offices H. D. Harriman, master of the schooner *A. Colby*, who, while rescuing and conveying to a place of safety the boat's crew of the *Rhode Island*, separated from that vessel on the morning of December 31 in an effort to save the remnant of the crew of the ill-fated *Monitor*, ran ashore on the Diamond Shoal, near Hatteras Inlet, and was badly injured. She was bound for Fernandina with Government stores, was towed to Beaufort by the U. S. S. *Miami*, temporarily repaired there, and proceeded on her voyage. She has just put into Hampton Roads from Fernandina in a bad condition, and as the means at my disposal are very limited for repairing her I have ventured to refer him to you, as he was bound for Philadelphia. The Navy Department has sent to him through me an official acknowledgment of his humane conduct and expressed a hope that he would meet with no pecuniary loss from the injuries his vessel received. I shall communicate the facts to the Department to-morrow and ask its authority to have his vessel put in good condition. You will, I am sure, be pleased to render assistance to one who has met with loss in doing so good an act.

Respectfully, yours,

S. P. LEE.

Commodore C. K. STRIBLING, U. S. Navy,
Commandant Naval Station, Philadelphia, Pa.

Correspondence relative to the assembling of the fleet of ironclads and its départure from Hampton Roads for the South Atlantic Blockading Squadron to attack the defenses of Savannah and Charleston.*

[Telegram.]

WASHINGTON, *January 1, 1863—7:50 p. m.*

The *Minnesota* left Boston this evening. The *James Adger* left Baltimore yesterday, but got on shore going out. Has the *Montauk* left? No report of her performance has been received.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral LEE,
Hampton Roads.

Report of Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*, regarding that vessel.

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

SIR: In reply to your communication of this date I have the honor to state that this ship is ready to go to sea as soon as a consort is provided. I am improving the time here in refitting the preventer steering

* For correspondence relative to the U. S. S. *Monitor* and U. S. S. *Passaic* see pp. 338-359

gear, covering the lookout holes in the pilot house, and making some other important changes, which will be completed to-morrow.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

—————
[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 1, 1863—9 p. m.

Montauk not ready; undergoing repairs. Report of her performance has been forwarded.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

—————
Report of Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*, regarding the cruise of that vessel from New York to Hampton Roads.

U. S. S. MONTAUK,
Hampton Roads, December 30, 1862.

SIR: I have the honor to submit the following report of the passage of this vessel from New York to this port:

On leaving New York the vessel was so trimmed as to be out of the water aft 31½ inches, forward 34 inches, amidships 15 inches. On the passage to the Delaware Breakwater, the *Connecticut* towing, making about 8 knots per hour in smooth water, her bow was somewhat buried, and she took considerable water over it. On anchoring there I found that the shackles of the cable in veering jammed between the roller in the anchor well and the cover of it, and on the passage that the wheel ropes were not set up equally, taking three turns when putting the helm to port and five turns to starboard, so that with her peculiar steering gear the helm could not be put hard aport. After remedying the latter and temporarily the former, by putting a piece of inch rope under it, I proceeded to sea at 1 o'clock p. m., December 25, and, as I had the honor to inform you under date of the 26th instant, when 35 miles south of Cape Henlopen found it necessary to put back on discovering considerable water in the forward part of the ship. I enclose a copy of that letter, in case it should not have reached you.

I have thoroughly cleaned the timbers fore and aft, taking a large quantity of cotton waste and dirt from under the boilers, which had choked them and prevented the water from running to the engine pumps. I also shifted some shot ballast from the forward overhang to the coal bunkers, bringing her out of the water aft 33 inches, forward 38½ inches, amidships 16 inches, making her 5½ inches by the stern. On the 28th I went to sea in that trim with the wind from the westward, the ship steering beautifully, not burying so much, and in every respect performed well, the water running freely to the engine pumps, which easily free her.

In going rapidly through the water when being towed the vessel takes in water through the hawse pipe, the pipes leading from the

channel around the turret to the hold, and various small leaks about the decks and armor shelf, which are not causes of uneasiness as long as it has free access to the engine pumps.

Whilst the ship was in tow I could not determine her speed. On arriving off Cape Henry I cast off from the *Connecticut* and came up to this anchorage under her own steam. She attained a speed of 8 knots with 30 pounds of steam, making 64 revolutions, but could not be kept at that on account of the boilers foaming.

I enclose herewith the engineer's report in relation to the performance of the engine, etc.

The compass does not work well, varying from 1 to 4 points at different headings.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Patterson, U. S. Navy, regarding the towing of the U. S. S. *Montauk* to Beaufort, N. C.

[Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, January 2, 1863.

SIR: Proceed with the U. S. S. *James Adger*, with the *Montauk* in tow, to Beaufort, N. C., and there wait further orders. Consult the commander of the *Montauk* regarding the most favorable time for making the passage, and act accordingly.

If you can not readily get over the Beaufort bar with your draft of water, you will wait orders outside.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Commander T. H. PATTERSON,
U. S. S. *James Adger*.

Report of Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*, of arrival off Beaufort, N. C.

U. S. S. MONTAUK,
Beaufort, N. C., January 5, 1863.

SIR: I respectfully report that this ship, under my command, arrived off this harbor at 7:30 o'clock a. m. yesterday, and on entering grounded (on the beginning of the ebb tide) in 10½ feet of water, about a mile inside of the bar, two army tugs coming to our assistance. I carried out with one of them an anchor and discharged into the other our projectiles and a quantity of ballast. At 5 o'clock p. m., with the assistance of the U. S. S. *Miami* and one of the tugs, I succeeded in hauling her off, and reached this anchorage at about 6 o'clock p. m. When aground at low water she had 8½ feet of water alongside. On floating she showed no increase of water in the hold, and during the night, at anchor, made no more than usual. I therefore infer that she is not materially strained. I am now taking in our shot, shell, and ballast, and shall break out the thwartship coal bunker in order to satisfy myself that there is nothing under it likely to choke the limbers.

I shall adopt every means that my experience and judgment suggest to avoid accidents and render the ship as efficient as possible for the service required of her. On the passage from Hampton Roads the weather was unexceptionably fine and the water smooth, except off Cape Hatteras, where I encountered a heavy swell from the northward and eastward, which caused the ship to roll considerably, taking water in large quantities on her deck.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding vessels to be sent to Port Royal

Confidential.]

NAVY DEPARTMENT, *January 6, 1863.*

SIR: Upon the arrival of the *Patapsco* at Hampton Roads put that vessel in complete repair and deliver the enclosed order to Captain Turner, of the *New Ironsides*. As soon as the *Passaic* is repaired, have her towed to Port Royal. Let the *Montauk* also be towed to Port Royal. When the *Nahant* arrives at Hampton Roads, let her relieve the *Patapsco*, and have the latter vessel towed to Port Royal. When the *Weehawken* arrives at Hampton Roads, have her towed to Port Royal. Send the *Colorado* to Rear-Admiral Farragut at Pensacola, touching at Havana. This vessel can take down the *Passaic* or *Montauk*, if you deem it advisable. The Department enjoins all practicable dispatch in the execution of this order. The *Pawnee* and *Lodona*, now at Philadelphia, will touch at Hampton Roads and can be employed in towing the ironclads.

Let the *Pawnee* remain at Port Royal after performing this duty. Discharge the Wilmington pilots and pay their return fares to New York. Send the vessel loaded with ordnance to Admiral Du Pont. You can not expect the *State of Georgia* to return to you under five weeks.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging Department's orders regarding vessels for Port Royal, S. C.

Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, January 7, 1863.

SIR: I beg to acknowledge the receipt of your confidential communication of the 6th instant, and to state that under its instructions I have directed the *Passaic* and *Montauk*, when in all respects ready for sea and in best trim for the passage, to choose favorable weather and with all practicable dispatch to proceed to Port Royal, S. C., in tow of the *Rhode Island*, which will leave here to-day, and the *James Adger*, which is now at Beaufort, N. C., with the two ironclads.

The *Colorado* has received orders to proceed to sea.

I will deliver the Department's orders to the *New Ironsides*, together with the confidential dispatch* for Rear-Admiral Du Pont, as soon as the *Patapsco* arrives and is ready for service.

* See p. 365.

The *Nahant* and *Weehawken* will be sent on as soon as practicable after their arrival here.

I have directed Captain Drayton, at Beaufort, to send to Port Royal the ordnance vessels chartered there, as explained in my No. 29 of yesterday, together with one now expected from Boston. Gunner Parkhurst will accompany the ordnance stores.

I have ordered the discharge of Mr. J. P. Rogers, pilot, sent by Mr. Blunt. The two other pilots sent by him are off Wilmington, N. C.

I have suggested to Rear-Admiral Du Pont the propriety of sending back the *Rhode Island* and *James Adger* to tow the ironclads.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. *Rhode Island*, to proceed to Port Royal, S. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, January 7, 1863.

SIR: Proceed to Port Royal with the *Rhode Island* under your command, towing the *Passaic*, and report to Rear-Admiral Du Pont.

Consult with Captain Drayton, commanding *Passaic*, with regard to the best time for making the passage.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander S. D. TRENCHARD,

Rhode Island.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. *James Adger*, to proceed to Port Royal, S. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, January 7, 1863.

SIR: Proceed to Port Royal with the *James Adger* under your command, towing the *Montauk*, and report to Rear-Admiral Du Pont.

Consult with Commander Worden, commanding *Montauk*, with regard to the best time for making the passage.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander T. H. PATTERSON,

[U. S. S.] *James Adger, Beaufort.*

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*, to proceed to Port Royal, S. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, January 7, 1863.

SIR: When ready for sea choose favorable weather for making the passage and proceed with the *Montauk*, under your command, in tow of

the *James Adger*, to Port Royal, where you will report to Rear-Admiral Du Pont. Lighten the *Montauk* to any extent you may think proper.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander WORDEN,

[*U. S. S.*] *Montauk.*

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Drayton, U. S. Navy, commanding U. S. S. *Passaic*, to proceed to Port Royal, S. C.

Confidential.]

U. S. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 7, 1863.

SIR: When ready for sea choose favorable weather for making the passage and proceed to Port Royal in tow of the *Rhode Island*. Enclosed is an order for Commander Trenchard. Lighten the *Passaic* to any extent you may think proper. Enclosed are similar confidential orders for Commander Worden, of the *Montauk*, and Commander Patterson, of the *James Adger*. Charter and load the ordnance vessels referred to in the enclosed copy of my order to you of the 6th instant and dispatch them to Port Royal, to report to Admiral Du Pont. The Bureau of Ordnance has ordered a vessel with additional ordnance supplies to be sent without a moment's delay from Boston to Beaufort, N. C.; give her similar directions. But do not detain the *Passaic*, if otherwise ready for this duty, but make the best arrangements for it you can. The whole movement in respect to these ironclads and ordnance transports originated in confidential orders from the Navy Department, dated 6th instant. You will, therefore, make the best arrangements possible to prevent its being known where they are going.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain P. DRAYTON,

[*U. S. S.*] *Passaic.*

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. *Rhode Island*, to convey Major-General Foster, U. S. Army, to Beaufort.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 7, 1863.

SIR: Proceed this afternoon to sea, with Major-General Foster on board. Land the general at Beaufort and deliver the enclosed dispatch to Captain Drayton without delay.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander S. D. TRENCHARD, U. S. Navy,

Commanding U. S. S. Rhode Island, Hampton Roads, Virginia.

P. S.—Let Gunner Parkhurst, with the invoice, accompany the ordnance stores to Port Royal. The Department enjoins all practicable dispatch in the execution of these orders.

S. P. LEE.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the detention of the U. S. S. *Hendrick Hudson*.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 8, 1863.

SIR: I respectfully acknowledge the receipt of the Department's order of the 6th to the commanding officer of the *Hendrick Hudson*, and state that I propose to detain her to tow one of the ironclads expected here. Commodore Livingston informs me to-day that she will need four or five days' work to complete her repairs.

I have directed the discharge of the *America*, which towed the *Patapsco* here.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

Let the Department know what repairs were required upon the *Hendrick Hudson*.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Turner, U. S. Navy, to acknowledge confidential instructions from the Department to proceed to Port Royal, S. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off' Newport News, January 9, 1863.

SIR: I transmit enclosed a confidential order to you, directing you to proceed with all dispatch to Port Royal, S. C., and report for duty to Rear-Admiral Du Pont, and enclosing a communication from the Department for Admiral Du Pont, endorsed "Confidential, per *New Ironsides*. Captain Turner will please acknowledge receipt of this." I also transmit enclosed communication for Admiral Du Pont, covering three dispatches for him from the Department, addressed to my care. Please to acknowledge to me and also to the Department the receipt of these.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain TURNER,

U. S. S. New Ironsides.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the grounding of the U. S. S. *Montauk* off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Off' Newport News, Va., January 11, 1863.

SIR: Captain Drayton, of the *Passaic*, under date of January 5, from Beaufort, N. C., reports to me that the *Montauk* arrived there on the 4th instant, but grounded on the bar while coming in and remained there about twelve hours, and that the *Rhode Island's* boat, having been picked up by a schooner, arrived at Beaufort on the 3d.

He had not yet succeeded in clearing the limbers of the *Passaic*, but was working hard to do so, and he was having his pumps repaired at New Berne.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. steamers *Lodona* and *New Ironsides*.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 12, 1863.

SIR: The U. S. S. *Lodona* arrived in the roads on the night of January 10.

The U. S. frigate *New Ironsides* left the roads and proceeded to sea at 10:15 on the morning of January 11.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *January 17, 1863.*

Have the *Vanderbilt* coaled ready for sea. The *Weehawken* and *Nahant* leave New York to-morrow morning; also the *Iroquois* and *Laokawanna*, the latter on trial trip. If the weather permits take any steamer to push the ironclads down the coast without a moment's delay. Telegraph your action in the matter as soon as they arrive.

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, Regarding various vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 18, 1863.

SIR: Your telegraphic dispatch of yesterday was received last night at 10:45, and orders were then given for coaling the *Vanderbilt* immediately.

On the 13th instant I informed the Bureau of Ordnance of an accident to the pillow block or saddle of the 150-pounder rifle of the *Patapsco*, now lying at Newport News, and enclosed a report, with drawing, from Commander Ammen on the subject.

The gun is rendered unserviceable by the accident. The Bureau has sent down two workmen to examine into the condition of the carriage, and a new saddle is being made at the Washington navy yard.

I make this explanation, as the Department, from its dispatch of last night, seemed to consider the *Patapsco* in readiness for her destination under previous orders.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I sent the *Lodona* to Norfolk to swing ship round the buoy off the navy hospital and find the error of her compasses. She is an iron vessel, and when her new deck was laid at Philadelphia the magnets were taken up but not replaced; hence her compass is wholly unreliable.

The *Pawnee* is said to be a great roller, and both these vessels are screws. I rely on one of them for towing the *Weehawken*, but will use the *Iroquois* if necessary.

Acting Lieutenant Commanding Baldwin says the *Vanderbilt* will not be ready for sea before Saturday next. The *Vanderbilt* experienced a heavy gale from the southward last Friday. I hope it did no damage to the blockaders off Wilmington. The *Vanderbilt* requires 900 tons of coal.

I will endeavor to borrow from the army enough to supply what we may not have.

The *Hendrick Hudson* went to sea yesterday.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Lieutenant Colhoun, U. S. Navy, regarding U. S. S. *Lodona*.

U. S. S. *LODONA*,

Off Newport News, Va., January 20, 1863.

SIR: In obedience to your order of the 17th instant, I have swung the ship and found the deviations of the compass, a report of which is herewith enclosed. I shall be ready for sea at 3 o'clock p. m., at which time the castings for the repair of the windlass will be ready at Old Point Comfort.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,

Acting Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *January 21, 1863.*

The Department feels considerable concern lest the *Nahant*, which left Sandy Hook Sunday eve, might have been out in the gale of last night. The *Iroquois* and *Lackawanna* also sailed. The *Weehawken* probably put in the capes, but the *Nahant*, at 5 knots per hour, was due at Hampton Roads at 8 p. m. yesterday. Send the earliest information as to any vessel.

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

[Telegram.]

NEWPORT NEWS, [January] 22, 1863.
(Received at Washington 4:55 p. m.)

The *Weehawken* anchored off the Horseshoe last night. Weather foggy. She wants her centrifugal pump and some oakum calking around deck openings; all right otherwise. She encountered the heavy gale of Tuesday night off Ohincoteague. Rodgers declined being towed during the worst of the gale, to which he and Case attribute *Weehawken's* safety. No news of *Nahant*. I suppose she is at the [Delaware] Breakwater. *Iroquois* wants repairs, which will take five days here.

S. P. LEE,
Acting Rear-Admiral, Commanding Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MONROE, January 22, 1863—8:15 p. m.
(Received January 23.)

The *Nahant* was at the breakwater this morning at 8 o'clock, having arrived there all right Monday night. The sloop of war *Monongahela* is also there; arrived there Tuesday night. Also a propeller from New York loaded with troops. This information is from a gentleman who left Lewes this morning to the operator at New Castle, Del.

SHELDON.

Admiral LEE.

[Endorsement.]

The information has gone to Washington.

[Telegram.]

WASHINGTON, January 22, 1863.

The *Nahant* is at the Delaware Breakwater all right. Send off the *Weehawken* to Port Royal, [S. C.], as soon as the weather permits. You can use the *Vanderbilt* if she has coal enough to reach there, but she must return immediately to Hampton Roads. Be ready to send along the *Patapsco* also when the *Nahant* arrives.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. P. LEE.

[Telegram.]

FORTRESS MONROE, January 22, 1863.

We have arrived safely and all well. On Tuesday at about 2 p. m. had to cast off from the *Boardman* for her safety. Weather very threatening. She ran back toward the Delaware Breakwater. Had a hard storm from N. E. on Tuesday night; waves about 30 feet high.

Vessel made excellent weather and very little motion, but she leaked dangerously, principally through unguarded deck openings. I believe the forward and after overhang. When the *Boardman* left I refused a tow from the *Iroquois*; I am now sure, wisely. Yesterday, when the gale had abated, took a tow line from the *Iroquois*; deranged her machinery, cast off, and came in alone. *Iroquois* came in under steam and is now here.

JOHN RODGERS,
Captain Ironclad Weehawken.

Hon. GIDEON WELLES.

[Telegram.]

FORT MONROE, *January 22, 1863.*

(Received 7 p. m.)

The *Nahant* went out Sandy Hook about 1 p. m on Sunday last. The bad weather commenced Tuesday about 1 p. m. At about 3 we sent off our tug as dangerous, since it threatened to blow hard. The worst of the gale was about 3 or 4 [o'clock] on Wednesday morning. The *Nahant* has had time to arrive here in beautiful weather, with a smooth sea. I presume she coasted too close and is on shore.

JOHN RODGERS.

Hon. GIDEON WELLES,
Secretary Navy.

Abstract log of the U. S. S. *Montauk*, December 14, 1862–January 24, 1863, Commander J. L. Worden.

December 14, 1862.—Went in commission, navy yard, Brooklyn, N. Y.

December 23.—From 12 to 4 p. m.: Stood down the bay and came to anchor under Sandy Hook.

December 24.—At 8:10 a. m. passed Sandy Hook and shaped our course to the southward, in tow of the *Connecticut*.

December 29.—Anchored off Fortress Monroe.

January 2, 1863.—At 1 p. m. weighed anchor, steamed down to the U. S. S. *James Adger*, took her hawser on board, and at 2:10 the *James Adger* started down the bay with us in tow.

January 4.—Made Beaufort light at 7:45 a. m., and at 8:30 cast off from the *James Adger*, stood in toward the anchorage in charge of ship's coast pilot, grounded, and at 4:40 p. m. floated off and came to anchor, Fort Macon bearing S. S. E.

January 21.—At 6:45 a. m. were taken in tow and stood out of Port Royal Harbor. At 11:45 made bar buoy at the entrance to Wassaw Sound. Heard heavy firing in the direction of Savannah. At 12:30 made the blockading fleet off Ossabaw Sound. Proceeded up the sound and anchored.

[Telegram.]

NAVY DEPARTMENT, *January 21, 1863.*

No report has been received from Captain Rodgers of the voyage of the *Weehawken* to Hampton Roads. Do you require the *Vanderbilt* for

towing either of the ironclads? Has the *Weehawken* gone? Give the *Monitor's* crew all the clothing required. The paymaster will be sent to report to you.

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

NEWPORT NEWS, *January 21, 1863—6 p. m.*

The *Weehawken* and *Iroquois* at Gosport repairing; *Vanderbilt* coaling; neither ready for sea. All required to report when ready, which will probably be to-morrow or next day. Weather is now very unsettled. I prefer arranging the tow to the satisfaction of Rodgers and Ammen. Have written them. Our tugs are disabled, preventing prompt communication. Will report fully early to-morrow in time for orders and the readiness of the vessels. The ironclads will be dispatched the moment *Weehawken* is ready and the weather suits. The mail boat just up reports *Nahant* coming in.

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NEWPORT NEWS, *January 21, 1863—2 p. m.*

(Received at Washington 4 p. m.,

Monongahela arrived this forenoon. Left [Delaware] Breakwater yesterday afternoon; *Nahant* expected to follow in two hours. Weather moderate last night, but thick this morning. Captain McKinstry's report will be ready to-morrow. Three flag-of-truce steamers passed up to-day to return Monday. Will *Patapsco's* yoke be sent here?

S. P. LEE,
Acting Rear-Admiral, North Atlantic Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MONROE, *January 21, 1863.*

(Received 8:25 p. m.)

SIR: The *Nahant* has arrived; all well.

D. PHENIX,
Lieutenant-Commander.

ASSISTANT SECRETARY OF THE NAVY.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Downes, U. S. Navy, to furnish report regarding the performance of the U. S. S. *Nahant*.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 21, 1863—p. m.

SIR: You will at once send to the Department a full report of the performance of the *Nahant* in her passage to Hampton Roads. Let me know whether you are ready for service; and if not, what repairs are

needed. I will send a pilot down to-morrow morning, when you will proceed here with the *Nahant* and report to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander JOHN DOWNES, U. S. Navy,
Commanding Ironclad Nahant, Hampton Roads, Virginia.

Report of Commander Downes, U. S. Navy, commanding U. S. S. *Nahant*, of the cruise of that vessel from New York to Hampton Roads.

U. S. IRONCLAD STEAMER NAHANT,
Hampton Roads, January 21, 1863.

SIR: I have the honor to inform you of the arrival of the *Nahant* at Hampton Roads at 7 p. m. this day.

Passing Sandy Hook at 1 p. m. of the 19th, on the following day being off the capes of the Delaware, and the weather assuming a threatening appearance, I deemed it expedient to seek shelter, and accordingly ran in and anchored inside the breakwater, where I remained until yesterday at 5 p. m., riding out the furious gale of Wednesday and Wednesday night safely, though dragging occasionally, with only one anchor down, and at times with not more than 50 fathoms chain out, being greatly embarrassed in my movements by the close proximity of several small vessels, and being actually in contact with one of them, and only avoiding destroying her by the constant and careful use of my propeller.

Yesterday, at 5 p. m., the weather having apparently become settled, I got underway and resumed my passage to Hampton Roads, arriving here safely without accident, everything working well on board. As soon as certain requisitions made in New York are filled, viz, a main hatch deck plate (broken on the passage round from Boston), the Rider gutta-percha rafts, and centrifugal pump is set up, the *Nahant* will be ready to proceed hence on her course, and these articles should be awaiting me here now if the promises of those supplying them hold good.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

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

Unofficial letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Rodgers, U. S. Navy, expressing regret for accident.

SUNDAY, *January 25, 1863—1 p. m.*

MY DEAR RODGERS: I am greatly grieved by your accident. The picket boat got alarmed, scared, and made (over and over again and more) the signal for the enemy approaching. It was well I sent for you, as the *Patapsco* got aground. I acted on the safe principle of applying your available force.

Had the *Merrimack* [2d] have come, great fault would have been found with me had I failed to do so, especially with the *Patapsco* hors de combat. Hope you will soon be well. Everything will be done by me to aid you.

Faithfully, yours,

S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, regarding duty for that vessel.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 25, 1863.

SIR: The *Pawnee*, under your command, is placed at the disposition of Commander Ammen for towing or convoying the *Patapsco* to her destination. Confer at once with Commander Ammen upon this subject and throughout render him every facility in your power according to his wishes for accomplishing this object safely. You understand the changes of the Coston numbers used by our vessels off Wilmington, N. C.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander G. B. BALCH, U. S. Navy,
Commanding U. S. S. Pawnee.

[Similar letter to Acting Lieutenant E. R. Colhoun, commanding U. S. S. *Lodona*, to tow or convoy the U. S. S. *Weehawken*.]

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Commander Ammen, U. S. Navy, commanding U. S. S. *Patapsco*, regarding the towing of that vessel to Port Royal, S. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 25, 1863.

SIR: Your choice, the *Pawnee*, is assigned to tow or convoy, as you may wish, the *Patapsco* to Port Royal when you are ready for sea, having made all the mechanical and professional arrangements necessary in your judgment for preparing the *Patapsco* and taking her safely to her destination, and when you think the weather suitable for making the passage. It is left to your judgment entirely as to stopping for refuge, putting back, transferring to the *Pawnee* any articles or persons from your vessel, lightening or trimming her, and to do whatever you think proper for accomplishing the sole object of the Department, which is to get the *Patapsco* safely to Port Royal. I will give you every facility in my power. You had better send the paymaster with his funds and accounts on board the *Pawnee* and take plenty of Coston signals, which the Bureau recommends should be used according to the maker's charts, etc. Our vessels off Wilmington have for the present a different arrangement of numbers for the Coston signals, which you understand.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander D. AMMEN, U. S. Navy,
Commanding Patapsco.

[Similar letter to Captain John Rodgers, commanding U. S. S. *Weehawken*, to proceed in tow of the U. S. S. *Lodona*.]

[Telegram.]

NEWPORT NEWS, January 25, 1863—2 p. m.

(Received at Washington 5 p. m.)

Case says *Troquois* will take at least a week to repair; Rodgers hopes to have his pumps ready by to-morrow night, and reports that then

much other necessary work will remain undone. Have instructed him to do everything that is necessary for getting the *Weehawken* to Port Royal in safety. Similar instructions to Ammen. Rodgers prefers the *Lodona* and Ammen the *Pawnee* to the *Vanderbilt* to tow and convoy their respective vessels. Both commanders prefer not to sail until the wind blows out its easting and comes round northwest. Neither the *Lodona* nor *Pawnee* have a coast pilot. *Vanderbilt* is coaling. Will have in to-morrow 1,000 tons coal and four months' provisions. Can take much more of each.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Rodgers, U. S. Navy, regarding the cruise of the U. S. S. *Weehawken* from New York to Hampton Roads.

U. S. IRONCLAD *WEEHAWKEN*,
Norfolk Navy Yard, January 26, 1863.

SIR: I have the honor to report that on the 18th instant, while lying in New York Harbor, the *Boardman*, side-wheel tug, came alongside to tow us to the Chesapeake, whereupon we immediately got underway for sea.

When just outside the Hook the wind suddenly chopped round to the N. E. and, the pilots thought, gave indications of a gale. These I could not perceive, but I knew the *Boardman* would founder in rough weather and the *Weehawken* be left, in case of accident to her machinery, to drift upon a lee shore. I felt it my duty to anchor and report the character of the tug to the admiral commanding the station.

It was found no better vessel could be procured and we sailed next morning, the 19th, towed by the *Boardman* and under convoy of the *Iroquois*, Captain Case, which in the meanwhile had anchored near us at Sandy Hook.

We steamed down the coast, generally in sight of the land, and with the water smooth. On the 20th we were, at daylight, off the entrance to the Delaware. At about 8 o'clock it was reported to me that the *Boardman*, with us in tow, had turned and was seeking shelter under the breakwater.

The weather was no longer fine, but I did not think the appearance justified my seeking shelter, and the tug was ordered to stand on for the Chesapeake. The weather grew continually worse and the barometer fell regularly, but I did not anticipate more than I judged the *Weehawken* could easily weather.

The performance of the vessel in the seaway was admirable; I remarked, however, that when the towline from any cause was slackened, the motion of the vessel was better than when it was stretched.

At about 2:30 p. m. the *Boardman* was no longer of use, and it seemed probable that we should find her an encumbrance. Made signal to her to leave us and look out for her own safety.

We cut the towline in order not to endanger our propeller; with the sea breaking over our decks, it would not have been safe to send men to gather it in had she cast it off. We were then in sight of Fenwick's Island light, [Maryland]. The *Boardman* ran to the northward and was soon out of sight. I have since heard that she arrived safely inside the breakwater, but half full of water.

Upon seeing the *Boardman* leave us, the *Iroquois* promptly ran down from her station to windward and offered to tow us, but I declined, thinking we should do better alone.

The vessel commenced leaking through the hawse hole; put new parceling and lashing on to restrain the leak, which gradually increased, notwithstanding our efforts. It was thought opening in the overhang admitted water from the deck. We commenced leaking badly from the after overhang; here, too, the flow of water increased as the gale grew worse, but it was still thought that these leaks were from the deck.

The steam pumps were continually choked, and much time was lost in clearing them.

Our limbers, which, when we received the vessel, it was reported had been carefully cleaned, proved to be very foul; cotton waste, lamps, oil feeders, hammers, and chips obstructed the flow of water to the pumps and interrupted their action; we cleared as much of them out as we could.

The water at last forced up the floor plates in the fire room and covered the ash pits. The leaks still increasing, it was found that the fires had been neglected; that two furnaces were so far out as to need rekindling with wood; that the others were very low, and we had only 10 pounds of steam. In this emergency one of our passengers, Mr. John Faron, chief engineer in the Navy, promptly took measures to reestablish the fires and procure the necessary pressure of steam.

The sea was about 30 feet high and was made irregular and trying, in consequence probably of the proximity of land.

Through all this the behavior of the vessel was easy, buoyant, and indicative of thorough safety. Her movements filled me with admiration. I saw in them everything to admire, nothing to improve.

The waves rolled furiously across the deck; instead of expending their force against the side, as in an ordinary vessel, they swept harmlessly by. A plate of flat iron, 2 inches thick and weighing some 3,300 pounds, was broken from its lashings upon the deck and transported about 40 feet to some side stanchions, which arrested its course overboard and to which it was secured.

The opinion formed then confirmed my anticipations, that a hull rising but little above the surface of the water and having a central elevation, as in the monitors, is the shape to form a good sea boat, and I am convinced that on this idea all successful ironclads must be built. This form reduces the surface to be plated to a minimum, and puts the part having the necessary elevation above the sea for fighting guns, where it can be carried without inconvenience, and in the *Weehawken* is easily carried. With us I think safety is solely a question of strength. I had relied upon former experience to correct any faulty motion which I might discover in a seaway by shifting or reducing weights. I abandoned, however, the idea of improvements as I watched the action of the vessel; it was perfect. The sea exercised great power upon the upper hull, and our speed, while we could measure it, fell to $2\frac{1}{2}$ knots, and she trembled through all her plating at some of the blows which she received.

During the height of the gale the waves swept over us so violently that no one could go on the deck to heave either the log or lead.

The stanchions on the side were of the greatest service; without their aid men whose feet were swept from under them would have been carried overboard. Life lines at sea can not be too much multiplied.

The pendulum or port stopper of the XI-inch gun during the gale swung so as to knock out the port buckler; a piece of matting, however, wedged between the side and pendulum temporarily repaired the

damage, and the pendulum secured by shipping and lashing its monkey tail.

Spray came over the turret, but no sea.

The water ran copiously down along the base of the smokestack; this is now securely calked, I hope.

A gasket of plaited hemp packing, saturated with tallow, was put around the base of the turret, between it and the deck; the iron ring covering the joint was lifted for the gasket. I do not know that this precaution was necessary, but no water came in around the turret.

The hatches for entrance into the vessel were carefully calked with oakum and paid with white lead. They leaked enough to show how much care is requisite with openings in the deck. Now, with the deck free from water, I do not believe that the vessel leaks more than before she sailed; careful scrutiny has failed to detect any injury to the iron in the after overhang, from which the greatest part of the water flowed. I think that removing the covers to the propeller and anchor wells had a good effect.

When the vessel raised her immersed bow, the water which this lifted ran out through the well, and in plunging the sea rose through it high above the deck.

About a gallon of water a minute runs from the port-side overhang into the after overhang. In New York this was attributed to a loose rivet, and I attach no importance to it.

On the night of the 20th and morning of the 21st the wind blew very hard—hardest from 2 to 4 a. m. We had been running all night on our course rather in the trough of the sea. At about 8 o'clock the bad weather had passed away and the sea was much smoother. I then made signals to the *Iroquois* for a towline, which Captain Case promptly gave. There was still so much motion that we parted a couple of new 9-inch hawsers. I found that by bending my towline to his we did much better, on the principle of a long scope of cable in a seaway. The length and consequent elasticity prevented any injurious jerk and the line held.

At 11 a. m. we made Cape Henry light-house.

At about 1 p. m. the *Iroquois* made signal that she had disabled her machinery. We cast off her towline and came in alone, anchored in the fog off the Tail of the Horseshoe, and got underway next morning, the 22d, as soon as we could see the light-boat, and came up to Fortress Monroe, from which I telegraphed our arrival. Both Captain Case and I remarked that the *Weehawken* did much better, as regards motion, without the towline.

I can not withhold my expressions of thanks to Captain Case for the noble manner in which he kept by me during the night. His boats were fully prepared, provisioned, and watered for service, in a night too wild for any boat to live. He was always near us, and handled his vessel in a daring manner in giving us towlines where a collision would inevitably have sunk him.

I must also express my thanks to the engineer passengers for the purpose of observation, Messrs. John Faron, chief engineer of the Navy, N. C. Davis, assistant to Mr. Faron, and William Alden, sent out by the contractors. Without their efficient and experienced aid in attending to the machinery I dare not assert the result.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Downes, U. S. Navy, requesting active service in operations against the defenses of Charleston and Savannah.

U. S. IRONCLAD STEAMER NAHANT,
Newport News, January 26, 1863.

SIR: The announcement that this vessel is designated to remain inactive on this station while the work of subduing the forts and defenses of Charleston and Savannah harbors is being carried on by others, is most unwelcome news to myself, to my officers, and to my crew, most of whom have served with me under Admiral Du Pont on the South Atlantic Station for the last year. Having seen almost daily the rebel flag flying on the fortifications of Charleston, or the approaches thereto, and failed in one attempt to subdue them, we feel now an earnest desire to be there when the successful assault which shall open the harbor of Charleston, particularly, and place our flag over its forts, shall be made.

Feeling ourselves identified with Admiral Du Pont's squadron by our long service in it, I earnestly hope that upon the arrival here of the ironclad next finished, if the work south is not already done, we may be relieved in our present duty by her, and be permitted to proceed south and join the fortune of our old squadron in the great work cut out for them.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

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

Report of Commander Trenchard, U. S. Navy, of arrival of the U. S. S. Rhode Island at Hampton Roads, and regarding U. S. steamers Montauk and Passaic.

Private.]

U. S. S. RHODE ISLAND,
[Hampton Roads], January 27, 1863.

DEAR ADMIRAL: I write to say that we arrived last night from the south, and as soon as the pilot comes on board I will proceed to Newport News and report to you in person. The *Montauk*, in tow of the *Adger*, arrived safely at Port Royal on the 19th, and the *Passaic* on the 21st. We had a hard time of it; after making a fine run to the Port Royal light-boat in forty hours, the wind came out strong from the N. E., attended with thick weather and a heavy swell, and being unable to see the buoys and run in near, kept out fifty hours longer.

The *Passaic* behaved well and made fine weather of it. She has been, I think, very thoroughly tested.

In haste, yours truly,

S. D. TRENCHARD.

Admiral LEE, U. S. Navy,
Comdg. North Atlantic Blockading Squadron.

[Telegram.]

NEWPORT NEWS, *January 28, 1863.*

(Received at Washington 2.40 p. m.)

Your dispatch of yesterday afternoon received at noon to-day. The *Rhode Island*, *Vanderbilt*, *Lodona*, *Lackawanna*, *Pawnee*, *Monongahela*,

Weehawken, and *Patapsco* have already or will be immediately ordered, as directed. The *Iroquois* is preparing for the blockade, *Pawnee* and *Lodona* have ordnance stores and passengers for Port Royal.

No news by flag of truce yesterday evening.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NEWPORT NEWS, *January 30, 1863.*

(Received at Washington 4 p. m.)

Application is made for good coast pilots for *Lodona* and *Pawnee*, towing ironclads; *Weehawken* will be ready in three days; *Patapsco* now in the roads. Weather unsettled. No good coast pilots here. If they are ordered here by the Department from New York they can be returned when ironclads reach their destination; *Vanderbilt* sailed yesterday about noon.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *January 30, 1863.*

Pilots were put on board the ironclads at New York. It is impossible for the Department to comply with the request of the *Pawnee* and *Lodona*, requests made when the vessels were supposed to be on their way, and which will involve another delay of a week.

GIDEON WELLES.

Acting Rear-Admiral LEE,
Newport News.

[Telegram.]

NAVY DEPARTMENT, *January 30, 1863.*

The detention of the *Weehawken* three days longer, when she was officially reported as wanting but two days' repairs, is a great disappointment to the Department, since this good weather must terminate in a gale which will cause further detention and the greatest injury to the public service. Report by telegraph full particulars of the causes of further delay, and the reasons of the detention of the *Patapsco*. The importance of time does not seem to be appreciated by these officers. The loss of twenty-four hours' good weather by the *Weehawken* at Sandy Hook brought her into a gale which is to detain her twelve days at Norfolk, with the strong probabilities of further risks and detention. Both vessels ought to have gone to sea when this gale broke.

The *Rhode Island* can obtain money from Acting Rear-Admiral Wilkes.

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

NEWPORT NEWS, *January 30, 1863.*

(Received at Washington 7:10 p. m.)

Your telegram referred to Captain Rodgers, who reports *Weehawken* will be ready Monday night. Centrifugal pump, dangerously botched here, is being fitted. Galley pipe, carried away by a schooner, is being fitted. A stuffing box in the deck for the rudderhead is being fitted. The pump in the anchor room is nearly in place. The workmen from the yard are indifferent. Captain Rodgers thinks the weather unsatisfactory; barometer falling. *Patapsco* in the roads since yesterday. I know no cause for her detention but unfavorable indications of weather. Commanders of ironclads want to have everything right. Our only tug not broke down, save one for picket duty, is at the sole service of *Weehawken*. *Minnesota's* engineers and mechanics are helping *Weehawken*; every effort will be made to give dispatch to her repairs. The commanders of the ironclads will do their best; their judgment and disposition may be freely relied upon.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *January 31, 1863.*

If the *Nahant* can go to sea to-day send her at once instead of the *Weehawken*. If the *Nahant* can not go report the cause immediately by telegraph. Answer.

GIDEON WELLES,
Secretary of the Navy.

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

Will General Dix please forward this to Acting Rear-Admiral Lee without delay?

[Telegram.]

NEWPORT NEWS, *January 31, 1863.*

(Received at Washington, 4 p. m.)

After reading your telegram of this forenoon Captain Rodgers proposes to go to sea this evening rather than wait longer. Commander Downes reports that he can go to sea as soon as he takes in 80 tons of coal; that his second engineer went yesterday to Baltimore to look after the *Nahant's* centrifugal pump, a hatch plate, life raft, and matting; that his senior engineer does not deem it safe to go to sea without other pumps than she now has. Commander Downes considers the life rafts absolutely necessary, but in this emergency, calling for prompt movement, is willing to incur any risk. The *Weehawken* shall receive all possible dispatch.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NEWPORT NEWS, *January 30—10 p. m.*
(Received at Washington January 31, 9 a. m.)

The *Patapsco*, towed by the *Pawnee*, left at half past 5 this evening.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *February 1, 1863.*

The ironclad *Sangamon* will leave Philadelphia on Wednesday next for Hampton Roads to relieve the *Nahant*. Have the latter vessel and a tow ready to proceed south at once upon her arrival.

GIDEON WELLES.

Acting Rear-Admiral LEE,
Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding movements of United States vessels.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 1, 1863.

SIR: The U. S. tug *Violet* reported for duty in this squadron yesterday afternoon.

At 9:15 a. m. yesterday the U. S. S. *Rhode Island* went to sea. At 1 p. m. of same day the U. S. S. *Whitehead* proceeded to sea from the roads on her way to the sounds of North Carolina. This morning the *Lodona* and *Weehawken* left Newport News for sea.

The *Whitehead* and *Weehawken* had my directions to choose favorable weather for the passage. The wind this morning was moderate at S. E. when the *Weehawken* left. It is now S. W. and freshening.

Captain McKinstry reports to me this morning that if his surgeon, who was given a week's leave by the Department, were on board, the *Monongahela* would be ready for sea to-morrow. I have directed him to telegraph for his surgeon.

Captain Marchand reported to me last night that he had received a telegram from New York, in answer to one he sent yesterday, informing him that at 4:30 p. m. of that day an agent would leave New York and travel by express, bringing the condenser bonnet, etc., for the *Lackawanna*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Newport News, February 2, 1863—2 p. m.
(Received at Washington 6:20 p. m.)

The *Patapsco* was passed near Hatteras Saturday morning going south. Weather good. The *Circassian*, towing *Water Witch*, arrived to-day.

It is now fresh from northeast, which will detain her. She took recruits from the North for the blockading vessels off Wilmington to Port Royal and Key West and brought them back here.

These transports should communicate here and with the blockade at both bars off Wilmington going south and coming north.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. Patapsco, of arrival at Beaufort, N. C.

IRONCLAD PATAPSCO,
Beaufort, N. C., February 2, 1863.

SIR: I have the honor to report the arrival of this vessel in good condition after a passage of forty-eight hours from Hampton Roads.

The weather was for the most part fine, but before putting in had assumed a threatening appearance.

I think we will sail this afternoon.

I have the honor to be, very respectfully, your obedient servant,
DAN'L AMMEN,
Commander.

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

Report of Commander Ammen, U. S. Navy, of the striking of the U. S. S. Patapsco on Hatteras Shoals, North Carolina.

IRONCLAD PATAPSCO,
Beaufort, N. C., February 2, 1863.

SIR: In obedience to general order, it becomes my duty to report that in passing through the channel inside of Hatteras Shoals the vessel struck lightly once or twice. It is believed no damage was sustained, and she makes no water.

The coast pilot employed by me was selected at my request by Commander Worden in New York, there being none suitable in Philadelphia. He went of his own choice through that passage, and as it is the constant habit of coasters to do so it did not appear to me a risk.

I have the honor to be, very respectfully, your obedient servant,
DAN'L AMMEN,
Commander.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival in Hampton Roads of the U. S. S. State of Georgia.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 7, 1863.

SIR: The U. S. S. *State of Georgia* arrived in the roads last evening from Baltimore. I detained her to tow the *Nahant*.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence regarding arrival at Hampton Roads of steamer *Ericsson*, towing four rafts, en route for Port Royal, S. C.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 8, 1863.

SIR: I beg leave to enclose a report, dated February 6, and received to-day from Acting Volunteer Lieutenant E. H. Faucon, marked A, regarding the passage of the steamer *Ericsson* (towing four rafts for Port Royal) to Hampton Roads, into which she was obliged to put on the 3d instant for the safety of the rafts, one of them having been lost and the rest needing to be refastened.

He made a verbal report to me at noon on the 6th of his arrival and situation. I immediately required from him a memorandum of his wants, a copy of which is enclosed, marked B, and immediately gave him all the facilities he required, as shown by my endorsement thereon.

The fleet captain has reported to me that the rafts have been refitted and that the *Ericsson* will probably proceed on her voyage with the rafts this afternoon, she having filled up with coal here, and her other wants having been supplied.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosures.]

A.

STEAMER ERICSSON,

At anchor, 3 miles East of Fortress Monroe, February 6, 1863.

SIR: I beg leave to make to you the following report:

On Friday, the 30th January, I left New York in the chartered steamer *Ericsson*, for the purpose of towing four rafts to be delivered to Rear-Admiral Du Pont at Port Royal.

During the first night out the wind was fresh from W. N. W., squally, and some sea running.

At daylight on the 31st discovered one of the rafts to be missing. At 8 a. m., lowered a boat and examined the condition of the remaining rafts, so far as practicable, the sea being too rough to board them. From all we could see it was evident that for the safety of the rafts we should make for the nearest port where they could be refastened.

As it would be necessary for the *Ericsson* (owing to the weight of shells and their fixtures on her deck, some 130 tons) to take in coal before passing Hatteras, and deeming Fortress Monroe most suitable for both the above-mentioned purposes, I at once ordered the steamer to this place.

On the 3d instant, at 7 a. m., being near the land, in 6 fathoms water, wind a gale from north, the weather shutting in thick with snow, unable to see the light-house on Cape Henry, and finding it impossible to get the steamer's head offshore, I ordered the rafts to be slipped and anchored. On the 4th stood in, and at 9.30 a. m. fell in with the rafts, Cape Henry W. by S. $\frac{1}{2}$ S., 4 miles. At 9.30 p. m. anchored in this place.

Very respectfully, your obedient servant,

E. H. FAUCON.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

B.

[U. S. S.] MINNESOTA, *February 6, 1863.*

SIR: I am here with some rafts intended for Rear-Admiral Du Pont at Port Royal, and need, in the first place, a launch and cutter with their crews, to clear the rafts from the hawsers and chains that now embarrass them; next, a tug to tow them to some place proper to place them in position and refasten them.

For this purpose 260 feet of 1½-inch chain (diameter measure) in one piece, and four chains of the same size, each 25 feet long; also twelve shackles suitable for the above chains, and four ringbolts will be required.

I would also request permission for the steamer *Ericsson* to go alongside of some vessel to recoal. To facilitate matters, I would respectfully ask that some assistance, if it can be afforded, be given to the *Ericsson* in getting in her coal.

Very respectfully, your obedient servant,

E. H. FAUCON,
Acting Volunteer Lieutenant.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Endorsement.]

FLAGSHIP MINNESOTA, *February 6—1 p. m.*

Fleet Captain Crosby will put a tug at the disposal of Acting Volunteer Lieutenant Faucon for this duty. Commander Totten will supply the coal, and get contrabands from Lieutenant-Commander Phenix, to assist in coaling the *Ericsson*. Commander Totten will also supply the boats and crews desired by Lieutenant Faucon.

If Commodore Livingston has chain cable that will answer, he will cheerfully furnish it, or any other assistance in his power. Perhaps Commander Totten, of the *Brandywine*, may be able to furnish the chain from that vessel, or some of the vessels in the roads. These officers will, if called on, give every facility and assistance in their power to give you dispatch. Please return this to me when you have shown it to the officers mentioned.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Volunteer Lieutenant FAUCON,
Present.

Report of Acting Volunteer Lieutenant Faucon, U. S. Navy, of readiness of steamer *Ericsson* for sea.

U. S. S. ERICSSON,
Off Fortress Monroe, February 9, 1863—2 p. m.

SIR: Having taken on board this steamer 114 tons coal, and having through the ample facilities you have so promptly granted refastened the rafts I have in charge, I beg leave to report myself to you as ready for sea.

Joseph Ward, able seaman, put on board the *Ericsson*, with seven others from the receiving ship *North Carolina*, deserted last night. I have left his descriptive list with Commander Totten.

Very respectfully, your obedient servant,

E. H. FAUCON,
Acting Volunteer Lieutenant.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

CHESTER, PA., *February 9, 1863.*

(Received at Washington 8 p. m.)

The *Sangamon* is in commission and is on her way. I shall require one day before going to sea.

JOHN GUEST.

Assistant Secretary Fox.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,

Off Newport News, February 9, 1863—10 p. m.

(Received at Washington February 10, 9 a. m.)

Master of *Marie Banks* should have applied to me for timely aid. Will send to her at daylight, weather permitting. Wind southeast, weather thick and threatening. *Ericsson* with rafts and munitions ready to-night after great exertion. Leaves soon as weather permits; makes 2 or 3 knots.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding general matters.

NAVY DEPARTMENT,
February 12, 1863.

The *Sangamon* passed New Castle, [Del.], at 5:30 p. m. yesterday (11th). The attack will not be made until the *Nahant* reaches her destination, and we trust she may reach her destination very early.

The Galveston affair was a severe blow to the Navy, utterly ruining our prestige in the Gulf.

The Senate has decided not to give a vote of thanks except to those commanding a successful expedition, including Worden, who is nominated for a captain. Morris not yet acted upon. You must lay out your work for Wilmington, if possible, without much of an army cooperation, as I doubt if they will make a march from New Berne. After the departure of the *Nahant* I do not see why you should not take the next fleet of ironclads. The *Keokuk* (four XI-inch guns), drawing 9 feet, and the monitor *Catskill* will be ready within the next two weeks, and probably the *Nantucket*. We shall push them all we possibly can, and if you can see your way to attack Wilmington, be sure that everything within our reach will be placed at your disposal.

If it is not feasible, the ironclads will be sent to the Gulf. I think you had better write your views to the Department in answer to the confidential dispatch of the Secretary upon the subject.

When the *Roanoke* is ready, as it looks now, we shall send her to Hampton Roads. The fleet of ironclads having gone south, we can afford to take more risks at Wilmington than would have been advisable at first. I enclose a letter to Du Pont to go by the *Nahant*. The *Nahant* better pass within sight of Charleston going down, as Du Pont, not knowing that she is intended for him, may be at work before she arrives.

G. V. Fox.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Virginia.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the safety of the U. S. S. *Patapsco*.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 13, 1863.

SIR: Acting Master Warren, commanding U. S. S. *Daylight*, informs me, under date of February 4, that the *Patapsco* safely rode out a violent gale in the harbor at Beaufort on the 3d instant, in which about half of the small craft there went ashore.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEWPORT NEWS, *February 14, 1863.*

The *Sangamon* arrived here at 6 p. m. to-day. Will the *Nahant* remain here until the *Sangamon* is ready for service, or sail immediately?

PEIRCE CROSBY,
Fleet Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Please answer to-night, as messenger is waiting at Fort Monroe.

OPERATOR,
War Department.

[Telegram.]

NAVY DEPARTMENT, *February 14, 1863.*

Let the *Nahant* leave immediately if the *Sangamon* can use her guns and steam power. It is of the utmost importance that the *Nahant* should proceed without stoppage or delay, as already ordered.

Answer by telegraph.

GIDEON WELLES.

Acting Rear-Admiral LEE,
Newport News.

[Telegram.]

NAVY DEPARTMENT, *February 15, 1863.*

Let the *Nahant* go where the XV-inch gun can be used. Direct Commander Guest to make a full report as to the XI-inch gun, and whether it was discovered when put on board to be smaller than the port.

GIDEON WELLES.

Acting Rear-Admiral LEE,
Newport News.

[Telegram.]

NAVY DEPARTMENT, *February 15, 1863.*

Send the *Nahant* off this evening and impress upon her commander not to stop on the way if it can possibly be avoided.

GIDEON WELLES.

Acting Rear-Admiral LEE,
Newport News.

Letter from W. K. Thomas, esq., to Commander Guest, U. S. Navy, regarding the U. S. S. Sangamon.

U. S. IRONCLAD SANGAMON,
Off Newport News, February 15, 1863.

DEAR SIR: In consideration of the unfinished state of the *Sangamon*, I would recommend that, in order to facilitate the work, the vessel be taken to Fortress Monroe to be completed.

I am, respectfully, yours,
Superintending Engineer, for Captain Jno. Ericsson.

Commander JOHN GUEST.

[Telegram.]

FORT MONROE, February 15, 1863.
(Received at Washington 6:30 p. m.)

SIR: I have received and sent Commander Downes instructions to go to sea this evening. The *Sangamon* is anchored off Fortress Monroe and the workmen at work on board of her. Commander Guest has made a full report, which the Department will receive to-morrow morning. The port of the XV-inch gun will, according to what Mr. Thomas, superintending engineer, says, require not less than forty-eight hours to put it in condition for use. Commander Downes reported to Admiral Lee that prior to going to sea it would require fourteen hours to fix the boilers, which he could not do before according to Admiral Lee's order to keep her in constant readiness for action. We have a dense fog and darkness, which impedes much the movements.

PEIRCE CROSBY,
Fleet Captain, U. S. Flagship Minnesota.

Hon. GIDEON WELLES,
Secretary Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Armstrong, U. S. Navy, regarding the U. S. S. State of Georgia, under his command.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 15, 1863.

SIR: The *State of Georgia*, under your command, will convoy or tow, as Commander Downes may wish, to Port Royal, S. C., the ironclad *Nahant*, under his command. Confer at once with Commander Downes upon this subject and throughout render him every facility in your power, according to his wishes, for accomplishing this object safely. On your way you will stop at the blockade off Wilmington long enough to deliver to the first blockader you meet the accompanying letters and the men put on board the *State of Georgia* for the vessels on that station, unless it is found necessary to put into Beaufort, N. C., with your consort, in which case you will deliver the letters and men to the senior naval officer present there. On your arrival at Port Royal, report to Rear-Admiral Du Pont to take in coal, and then, with all practicable dispatch, return and report for duty on the blockade off New Inlet, N. C., where there is pressing necessity for the presence of the *State of Georgia*.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander J. F. ARMSTRONG, U. S. Navy,
Commanding U. S. S. State of Georgia.

Report of Commander Guest, U. S. Navy, regarding the preparation of the U. S. ironclad *Sangamon*.

U. S. S. SANGAMON,

Fortress Monroe, February 15, [1863]—3:30 p. m.

SIR: Commander Crosby has just sent me your dispatch to Admiral Lee, part of which requires a full report from me with reference to the XI-inch gun port.

The Department has not understood the exact purport of my dispatch.

The XI-inch port is laid out of the right dimensions and was bored by a large shaft driven by an engine. The boring by machinery is completed, leaving salient corners of iron between the circles taken out by the boring machine. This has to be chipped off with cold chisels by hand and is of course slow work.

I fired the XV-inch gun with 20 pounds of powder, and then with 35 pounds, the full charge, yesterday, and finding a recoil of but 2 inches, the engineer of Mr. Ericsson, Mr. [W. K.] Thomas, at once went to work to ease the slide.

The turret on one side of the XV-inch is not bolted at all. It is necessary to bore six holes through the turret for the bolts. The men are now at work at it and have partially bored one of the six. Mr. Thomas protests against firing the gun before it is bolted, as the firing only powder yesterday started the outside plating. Going back to the XI-inch gun, I wish to remark that it is the salient corners that prevent the gun from being run out.

I received my orders from Commodore Stribling to come here with the *Sangamon* and report to Rear-Admiral Lee. I left Chester at 7 a. m. on Friday and arrived at the *Minnesota* at 6 p. m. Saturday (yesterday). Admiral Lee being absent in Washington, Commander Crosby reported my arrival. This morning I received the accompanying letter from Mr. Thomas, who is charged with the superintendence of the work to be done. He says he must be near a forge and turning lathe. I therefore moved the vessel close to Fortress Monroe, and Mr. Thomas is now on shore. Whether he has found what he needs or not I am not yet informed.

I was not instructed as to the designs of the Department in sending this vessel here, and therefore did not make any report before leaving Chester. I was ordered to come, and I obeyed; but I feared the Department had been deceived or misled as to her condition for fighting, and I have now to state explicitly that I do not see how it is possible for the men employed in boring the holes for the bolts and chipping the XI-inch port to do it in less than three days, and they may be much longer.

If the Department had required it of me, I should have been happy to have told it the truth before I left Chester.

I have found that no dependence whatever is to be placed on Mr. Thomas for the truth as to when any one piece of work can be finished. As Mr. Ericsson gets his information from Mr. Thomas, and in turn sends it to the Department, the Department is misinformed.

No one, sir, can regret delay in our great operations more than I do, but indispensable work in iron can not much be hurried so long as the labor is constant, and all the professional lessons of my life are in opposition to courting a meeting with an adversary who may be formidable without being as well prepared as possible.

I hope this letter will be satisfactory to the Department.

I am, sir, respectfully, your obedient servant,

JOHN GUEST,
Commander.

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

[Telegram.]

NAVY DEPARTMENT, *February 16, 1863.*

The Department does not understand what is the matter with the XI-inch port of the *Sangamon*, made like all other ports, and therefore asked Captain Guest to report, which, having been done by mail, will reach here to-morrow. You will direct him to report by telegraph, so that the Department can understand what is really the matter.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News.

Report of Commander Guest, U. S. Navy, regarding the preparation of the U. S. ironclad *Sangamon*.

U. S. IRONCLAD SANGAMON,
Newport News, February 17, [1863]—9 a. m.

SIR: Commander Crosby informed me that on the information of Mr. Thomas, superintending engineer, he had telegraphed that the XI-inch port would admit of the gun being run out by midnight (last night).

Mr. Thomas, to fulfill his promise, had his men to work vigorously all night. I have now the pleasure to inform you that I believe by to-night I shall be able to squeeze the gun through the port so that it can be used in case of necessity. It will take several days, I can't say how many, to finish the port.

As I consider this in answer to your telegram, I send it without going through Admiral Lee, as I can not readily reach him.

I am, sir, very respectfully,

JOHN GUEST,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I have just tried the gun and can not get it through yet.

Order of Commander Murray, U. S. Navy, to the senior officer at Beaufort, N. C., regarding vessels detained at that place.

U. S. S. HETZEL,
New Berne, N. C., February 18, 1863.

SIR: I have unofficial but reliable information that some vessels containing ammunition (monitors, I believe) are detained or delayed at Beaufort. The admiral has sent a special bearer of dispatches who is now delayed for want of transportation at Roanoke Island. In case the senior officer off Cape Fear, or Captains Scott or Parker, or any one senior to myself is present, refer the matter to him, that he may expedite these vessels which are to go to Port Royal; if not, send them on my responsibility immediately.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer, Comdg. Sounds of N. C.
SENIOR NAVAL OFFICER,
Beaufort, N. C.

P. S.—They may be under orders for some other place; if so, the object of this messenger is to send them to Port Royal.

A. M.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting Ericsson rafts for the ironclads for Wilmington, N. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 22, 1863.

SIR: I respectfully request that an Ericsson raft may be sent for each of the ironclads intended for Wilmington. They can be safely anchored under Cape Fear shoals.

There is now much relief felt as to the seagoing qualities of the monitor class, and they, too, can rendezvous under the shoals, but I shall prefer at once to put them in the placid waters inside the Western Bar. I have the buoys ready for that bar.

If there is time, and their services are available, it will be well to take advantage of the experience and efficiency of Acting Volunteer Lieutenant Faucon and Engineer Robie to take these rafts down. I have required 1,000 rounds of ammunition for the XI-inch guns and 600 rounds for the XV-inch guns named by Assistant Secretary Fox. I am well pleased with the force proposed by him, and within a day or two, now that the time has arrived for doing so, will communicate my views respecting your confidential dispatch of the 13th ultimo, the receipt of which was duly acknowledged.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, of the arrival of that vessel at Port Royal, S. C.

U. S. S. STATE OF GEORGIA,
Port Royal, S. C., February 23, 1863.

ADMIRAL: I have the honor to report that in obedience to your orders I left Newport News on the 16th instant and proceeded to sea with the U. S. ironclad steamer *Nahant*, Commander Downes, in tow. We had on the passage rainy and disagreeable weather, and no observation for position until we made Cape Romain, on the evening of the 19th.

The *Nahant* seemed buoyant and made good weather, towing easily, an engine working to its full pressure to attain its greatest speed. We arrived here on the morning of the 20th, and reported to Admiral Du Pont. Have since discharged the ordnance stores brought down, taken in coal, and proceed this day to join the squadron off Wilmington.

There is a vacancy of one master's mate in place of Acting Master's Mate Edward S. Bissell, whose absence without leave was reported in December to the Department, and whose account has been closed by order.

Very respectfully, your obedient servant,
JAS. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron.

Unofficial letter from Acting Rear-Admiral Lee, U. S. Navy, to the Assistant Secretary of the Navy, regarding general matters.

[U. S. S.] MINNESOTA,
Newport News, February 27, 1863.

I make my thanks for your favor of the 12th instant, received on the day of my departure for Washington. Engrossing squadron duties, which I make a rule to attend to before every subject, however interesting, that may be deferred without public inconvenience, have prevented an earlier acknowledgment.

The Galveston affair was a very untoward event. I have given orders requiring the utmost vigilance in this squadron. I have sent to the Department copies of my instructions to Murray and Flusser, and will send copies of communications from me to General Foster and Commander Murray, relative to an expedition to destroy the enemy's gunboats building on the rivers in the sounds.

You know my views in regard to the Senate's discouraging rule, for so it is generally regarded by those here who participated in the great naval victory at New Orleans. Some public men of my acquaintance think it a bad law to make naval promotions depend on a vote of thanks. This the rule does. While it does justice to those able and deserving officers who have received its benefits, it is a wet blanket to the rest of the profession, especially to those who accomplished the greatest success of the war, for the rule makes no distinction between great victories and smaller ones. It would not, in my poor opinion, have been extravagant to have confirmed the acting appointments which the necessities of the service required to be given to three of those officers who fought at New Orleans, including Bell, who, by opening the barrier, opened the way to success there.

You will see from my confidential dispatch of yesterday that I do not now calculate upon army aid at Wilmington. If we take Fort Caswell, I will garrison it from this ship for a while.

Commander Guest tells me that the *Lehigh's* turret had to be made when left, and he reiterates that she can not be ready in six weeks. Admiral Gregory informs him that the *Nantucket* is to come down in the same unfinished state as the *Saugamon*. The latter was here several days after the departure of the *Nahant* without being able to use either of her guns; the blast of the XV-inch would have burst off the plates of the turret unbolted round the new cut port, whilst the XI-inch could not enter its port, which had been bored out, but the intervening projections had not been chipped off ({}), a tedious job. I think that the ports and pumps, centrifugal included, should be all right before they come here.

The first letter to Du Pont I sent by the *Nahant* as directed; the last one by Assistant Adjutant-General Townsend, who left here for Port Royal on the day of my return from Washington (19th instant).

S. P. LEE.

Hon. G. V. Fox,
Assistant Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, March 9, 1863.

The *Nantucket* and *Florida* left New York this evening for Port Royal. The *Keokuk* and a tug will also leave this evening for the same destination. If either of these ironclads put into Hampton Roads for a tow,

send the *Sacramento* without delay to tow them to Port Royal, touching off Charleston. Let the *Sacramento* return immediately to Wilmington and join the blockade there.

GIDEON WELLES.

Acting Rear-Admiral LEE,
Newport News.

[Telegram.]

NAVY DEPARTMENT, *March 12, 1863.*

The *Keokuk* left the bar at New York yesterday afternoon. If she does not put into Hampton Roads for a tow, you can send the *Sacramento* to blockade off Wilmington.

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

NEWPORT NEWS, *March 13, 1863—1:13 p. m.*

(Received at Washington 6 p. m.)

Keokuk, in tow of tug *Governor*, anchored at Newport News at 4 o'clock this afternoon. Her commander wants a day's delay, to connect donkey pumps and overhaul port engine. He reports that *Keokuk* leaks badly on deck; is tight below, and behaves well, though rolling considerable. The gunboat *Hale* will take in 25 tons of coal and leave to-night for her destination. Her commander hopes to hear from the Department.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding accident to the U. S. S. *Keokuk*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 19, 1863.

SIR: The *Keokuk* arrived on the 13th instant. Lieutenant-Commander Rhind informed me he preferred to retain the tug *Governor* (though she was chartered at \$300 per day, which he said might prove cheapest in the end), as she could take him inside of Hatteras Shoals, whereas the *Sacramento* would have to go outside and take him into the Gulf Stream.

After Fleet Captain Crosby's fruitless efforts to find one of our pilots who could take the *Keokuk* inside of Hatteras Shoals, Lieutenant-Commander Rhind informed me that he understood he could get an army pilot at Fortress Monroe who knew the inside passage. I approved this, telling him that some of the army transports were in the habit of running that passage on their trips between Fortress Monroe and Hatteras Inlet and Beaufort, and I advised him to go to the fort and see about the pilot himself, saying to him that that was what I would do

myself in his situation. He immediately left me, saying he would do so. But subsequently he took Mr. Ryder, then here in the *Cambridge*, and whom Captain Case had got from Mr. Blunt at New York, as coast pilot for the *Iroquois*, from which vessel he was transferred to the *Lodona* when she towed the *Weehawken* to Port Royal, as, after enquiry, no other coast pilot could be found.

Captain Rhind represents that Ryder told him he knew the passage through Hatteras Shoals.

When the buoy was run upon, Captain Rhind was at breakfast, to which he did not go until the pilot had got his breakfast and the *Keokuk* was clear of the shipping. The pilot, the clever young first lieutenant, and the acting master were on deck, the latter on watch and an experienced person. Had either of them given orders in time to steer clear of the buoy, or had either of them stopped the propeller in time, or even perhaps if the helm had been put to starboard instead of port, this trouble would have been avoided. I boarded the *Keokuk* on her return, and as Captain Rhind told me he doubted the fidelity of the pilot, who had just applied to leave the vessel, I directed him to have the pilot confined, and he was then put in charge of the master at arms. Subsequently Captain Rhind put him in irons. I have directed him to be released from irons, but kept as a prisoner on board the *Brandywine* until the pleasure of the Department is known concerning him.

Captain Rhind now thinks that Ryder did not run on the buoy intentionally, and I at this moment am informed by Captain Crosby that Ryder says he is a citizen of the United States and that he deserted from the *Tuscarora*, on board of which vessel he shipped after deserting from the *Nashville*.

Enclosed are the following papers on this subject, dated the 17th instant:

Reports of Lieutenant-Commander Rhind, A and A².

Report of Lieutenant Moreau Forrest.*

Report of Acting Master James Taylor.*

Report of Acting Ensign W. H. Bullis.*

Report of Acting Ensign A. McIntosh.*

Report of Acting Chief Engineer [Nelson Winans].*

Report of Fleet Captain Crosby (March 17).

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. STEAM BATTERY KEOKUK,
Hampton Roads, March 17, 1863.

SIR: I have the honor to report that I got this vessel underway at an early hour this morning and carried her through the shipping at anchor in the roads, pointed fairly all clear on a course past the light-boat and went below to breakfast, leaving her in charge of Mr. Ryder (the pilot) and the officer of the watch. While engaged below I heard something strike her heavily aft, and ran into the engine room as the engines were stopped. Going on deck I found the vessel foul of a large iron buoy, the moorings of which had so fixed themselves in our port propeller that I was unable to clear it. I called the tug alongside, and,

* Not necessary to publish.

finding the buoy adrift from its moorings, I secured it to our quarter and towed the vessel back. This accident, totally disabling the vessel for the present, is owing altogether to the extremely culpable carelessness of the pilot. I took him on board yesterday, as I learned that he was believed capable, and that he had been employed in the service. I found him on board the U. S. S. *Cambridge*, and was informed he had taken the ironclad *Weehawken* to the southward. The officer of the deck, Acting Master James Taylor, warned him he was too near the buoy. The vessel was perfectly under control and not being towed. Mr. Whitney was on the forward turret at the time with the first lieutenant; the chief engineer and other officers were also on deck.

Divers may succeed in clearing the buoy, and I trust no damage has been done to the shaft or propeller. I deliver Mr. Ryder to you for such action in the case and such enquiry as you may deem proper. I have ascertained from one of the officers of the vessel that since Mr. Ryder came on board yesterday he spoke of having run the blockade of Charleston, in and out. Had this information reached me before, I should not have intrusted the vessel to his charge for an instant.

I respectfully request that you will forward a copy of this report to the Navy Department.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant-Commander.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure A².]

U. S. STEAM BATTERY KEOKUK,
Off Newport News, March 17, 1863.

SIR: I enclose the reports of the first lieutenant, the chief engineer, Acting Master Taylor, and Acting Ensigns Bullis and McIntosh relative to the disaster to this vessel, and the conduct of the pilot, Mr. Ryder.

I called the pilot into the cabin this evening and questioned him in the presence of the first lieutenant. I obtained the information that after having run the blockade into the port of Charleston, S. C., he enlisted in the rebel service on board the steamer *Nashville*, went to Southampton in her, and, according to his statement, deserted and found his way to New York, offered himself as a candidate for examination as coast pilot, having, as he says, given his previous history. I can hardly credit the latter portion of his statement. I should not certainly have permitted him to be on board the vessel had I the information now possessed of his previous career. His having exhibited a desire to leave for Norfolk in the tug which came alongside of our anchorage strengthens my suspicions of his integrity, and I have put him in irons until further orders.

Respectfully, your obedient servant,

A. C. RHIND,
Lieutenant-Commander.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure G.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 17, 1863.

SIR: In reply to your question about my supplying a pilot for the *Keokuk*, I would state that I had endeavored to obtain one that could

take the vessel inside of the Hatteras Shoals, as Captain Rhind wished a pilot who could take him through that channel. I sent for and examined the pilots here in the naval employ as Chesapeake and James River pilots, but did not find them sufficiently acquainted with the Hatteras Channel to recommend them.

I enquired of Captain Hunt, of the quartermaster's department at Fortress Monroe, for a good coast pilot, and he informed me that he had a good one, which I mentioned to Captain Rhind; also to the captain of the steam tug *Governor*, the tug employed to convoy the *Keokuk*.

I was not aware that Joseph H. Ryder, pilot, had been taken by the *Keokuk* until the following morning, as you had ordered him sent on board of the U. S. brig *Perry*.

When I sent on board the *Cambridge* after him, I learned that he had gone in the *Keokuk*, and that Captain C. S. Boggs, of the *Sacramento*, had taken the pilot of the *Cambridge*.

According to Ryder's statement to me to-day, he was examined by Mr. Blunt, of New York, and recommended to Captain Case, of the *Iroquois*, who took him as his pilot to Fortress Monroe, when he was transferred to the *Lodona*, which vessel he piloted to Port Royal; from thence he was sent here by Admiral Du Pont.

I asked him what excuse he had for running the *Keokuk* over the buoy; he replied that he had none.

He said that he saw the buoy and thought he could clear it; that the buoy was on the port side, and he ordered the helmsman to port the helm. In reply to my question why he ran so close to the buoy, he said he did not know the flanges of the propeller stuck out so far.

He says that the *Lodona*, *Iroquois*, and *Keokuk* were the only propellers he ever served on board of.

He was born in England, and had lived in Long Island since he was 5 months old, was a citizen of New York, was a seaman on board a brig that ran into Charleston at the commencement of the war, afterwards shipped on board the *Nashville* at Charleston to get out of the country, then deserted and joined the *Tuscarora* at Southampton; deserted from her and returned to the United States.

I am, very respectfully, your obedient servant,

PEIRCE CROSBY,
Fleet Captain.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

U. S. S. MINNESOTA,
Off Newport News, March 22, 1863—4 p. m.
(Received at Washington 5:45 p. m.)

Keokuk, tug *Governor*, [and] gunboat [*E. B.*] *Hale* left this afternoon. *Florida* waiting for three anchors; probably goes to blockade to-morrow.

S. P. LEE,
Acting Rear-Admiral.

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

At 5:40 p. m. they were all out of sight seaward.

Fcx.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, requesting coal for the tug Governor.

FLAGSHIP WABASH,
Port Royal Harbor, South Carolina, March 27, 1863.

ADMIRAL: The tug *Governor* and the *Keokuk* arrived yesterday at Port Royal.

The tug leaves again to-day, but I have only been able to supply her with coal sufficient to carry her to Hampton Roads, as I have but 200 tons on store here.

May I ask you to furnish her with the amount she may require to reach her port of destination and for which, however, the captain is to pay, in accordance with his charter?

I am, admiral, very respectfully, your obedient servant,
S. F. DU PONT,

Rear-Admiral, Commanding South Atlantic Blockading Squadron.

Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Murray, U. S. Navy, regarding the movements of United States vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., January 1, 1863.

SIR: I have the honor to submit the following report of the movements of the United States naval vessels in the sounds of North Carolina for the fortnight ending at date, viz:

The *Hetzel*, *Hunchback*, and *Shawsheen* have remained at their stations off New Berne.

December 17, the *Commodore Hull* arrived at New Berne.

December 18, the *Brinker* proceeded to Hatteras Inlet to act as a guard vessel.

December 18, the *Granite* arrived at New Berne for supplies.

December 20, the *Commodore Hull* proceeded to Washington, N. C.

December 20, the *Seymour* proceeded down the river [Neuse], and at its mouth received the schooner *Telegraph*, having 50 sacks of salt on board, and bound to Roanoke Island, and sent her back to New Berne in charge of Acting Ensign Ringot.

December 20, the *Granite* returned to her station at Ocracoke Inlet.

December 21, the *Delaware* left her anchorage off New Berne and while steaming down the river met the coal schooner *J. L. Hess* and towed her to Plymouth.

December 22, the *Seymour* returned to New Berne.

December 23, the *Valley City* arrived at New Berne for stores.

December 23, the *Seymour* left for Plymouth for the purpose of aiding in getting off the steamers aground in the Chowan.

December 27, the *Delaware* returned from Plymouth.

December 27, the *Valley City* sailed for Plymouth.

December 27, the *Miami* arrived at New Berne for coal.

December 27, the *Lockwood* sailed for Washington, N. C., with Commander Murray.

December 29, the *Seymour* returned from Plymouth.

December 30, the *Lockwood* returned from Washington, N. C.

December 30, the *Miami* sailed for Wilmington.

December 31, the *Lockwood* proceeded to Plymouth with the mails and express packages to return to this place in six days if possible.

The *Commodore Perry*, *Southfield*, and *Underwriter* have been employed in the defense of Plymouth and in operations on the Chowan River.

The *Louisiana* has remained unmoved at her station off Washington, N. C.

The following is the disposition of the United States naval vessels in these waters at date, viz:

At New Berne, *Hetzell*, *Hunchback*, *Delaware*, *Shawsheen*, and *Seymour*.
En route to Plymouth, the *Lockwood*.

At Plymouth, the *Commodore Perry*, *Southfield*, *Underwriter*, and *Valley City*.

At Washington, N. C., the *Louisiana* and *Commodore Hull*.

At Hatteras Inlet, the *Brinker*.

At Ocracoke Inlet, the *Granite*.

I am, etc.,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—The mortar schooner *Matthiew Vassar* discharged her ordnance stores and sailed for Wilmington on the 28th ultimo.

The coal schooner *Belle* arrived here last evening and reports having met in Pamlico Sound the U. S. S. *Columbine*, from Hampton Roads via canal, and bound for Port Royal.

The *Columbine* took 15 tons of coal from the *Belle*.

A. MURRAY.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of instructions issued regarding the masters of prize schooners J. C. Roker and Brilliant.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 1, 1863.

SIR: I respectfully acknowledge the receipt of your instructions of the 29th ultimo, regarding the disposition of the masters of the prize schooners at Beaufort.

Enclosed is a copy of the order I have issued to the captors, Commander Parker and Acting Master Warren, on this subject.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 1, 1863.

SIR: I submitted to the Department that portion of your letter of December 20, regarding the intention of the masters of the prize schooners *Roker* and *Brilliant* to run the hazard of the blockade again. The Department, under date of December 29, instructs:

If they are foreigners, discharge them; if they are citizens of the United States, have them sent to Fort Lafayette.

Act accordingly, remembering that in the former case their discharge can not be ordered under the instructions of the Department communicated to you and Acting Master Warren, of the 24th ultimo, until they have been used as "necessary witnesses" at the court of adjudication, and in the latter case, if they are citizens of the United States, you can cause them to be sent by earliest opportunity to Fort Lafayette, whence their testimony can be obtained whenever desired. Communicate the contents of this to Acting Master Warren for his guidance.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander W. A. PARKER, U. S. Navy,
Comdg. U. S. S. Cambridge, off Wilmington, North Carolina.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding surveys of channels.

U. S. S. MONTICELLO,
Off Western Bar, Mouth of Cape Fear River, N. C.,
January 1, 1863.

SIR: Having been informed by Captain B. F. Sands, U. S. Navy, that he had carefully investigated the water of the old channel of Western Bar, Cape Fear River, and found but 3 feet at low water there; also that he had investigated the Oak Island channel and found at high water 15 feet upon the bar, I consequently turned my attention to the supposed pocket to the northward and westward of Keeper Shoal.

I had it examined by Acting Master R. Hustace and Pilot George F. Bowen, of this vessel, at the very lowest tide, and found the least water $5\frac{1}{2}$ feet. Four lines were run in and out, and I agree with the pilot in stating that there are 10 feet through the new channel at high water and even more, in my opinion.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Hampton Roads, Virginia.

[Enclosure]

U. S. S. MONTICELLO,
Off Western Bar, Mouth of Cape Fear River, January 1, 1863.

SIR: On the night of the 31st of December, 1862, I made a careful reconnoissance of the water to the northward and westward and close to Keeper Shoal, and southward of Middle Ground, western entrance to Cape Fear River, at an unusually low-water mark, as it was blowing a gale of wind from the northward. The least water I found going in and out was $5\frac{1}{2}$ feet. I pulled in to 13 feet and out to 15 feet twice, and I am satisfied that at high water there is 10 feet through this new channel, to which my attention was directed by you.

I am, very respectfully, your obedient servant,

GEORGE F. BOWEN,
Pilot, U. S. Navy.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Monticello.

Report of Acting Rear-Admiral Lee, U. S. Navy, of information received from a blockade runner regarding the C. S. S. Richmond.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 2, 1863.

SIR: William Sadler, citizen of Mathews County, follows oystering in Hampton Roads and vicinity; was seized by rebels in May and towed up the river in his 7-ton sloop, and under a pass to take wheat from Sandy Point to Petersburg ran the blockade last Tuesday in his sloop. He says a soldier from Drewry's Bluff told him that the *Merrimack* [*Richmond*] is there; and has been fired at and found very strong, but has no speed to her engines.

He says he "ran the blockade" (meaning he left them) because he was starved out. He appears very well kept.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Sadler was sent up by and returned to General Dix.

Report of Acting Volunteer Lieutenant Hooker, U. S. Navy, of a boat expedition to Little River in search of blockade runners.

U. S. S. VICTORIA,
Off Wilmington, N. C., January 2, 1863.

SIR: I have to report my coal as reduced to 10 tons. I have also to report that I have received information by contrabands, four of whom came to my ship December 30, that there were two schooners in Little River, nearly or quite loaded for sea, and also one in Shallotte in the same condition.

On the afternoon of the 31st a sail was discovered inside, which we thought was working down to Little River Bar. We soon, however, lost sight of her. At sunset I got underway and proceeded to Little River and lay off and on for a while. At 8 p. m. I came to anchor and sent a boat on shore. At the first point of landing they were met by cavalry pickets and retired. They then entered the river and proceeded several miles up the river without, however, discovering anything except more cavalry pickets. The boat returned to the ship at 7 o'clock a. m., January 1, and I returned to my anchorage.

The schooners in Little River are the *Argyle* and *James Bailey*. At high water there is about 9 feet on Little River Bar.

Very respectfully, your obedient servant,

E. HOOKER,

Commanding Victoria.

Captain SCOTT,

Senior Officer off Wilmington.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, forbidding the raising of the blockade for foreign men-of-war.

NAVY DEPARTMENT, January 3, 1863.

SIR: Your letter of December 30 to the Bureau of Equipment and Recruiting, relative to allowing coal to pass the blockade for the use of her British Majesty's ships, has been referred to the Department.

You are not authorized to raise the blockade for the convenience or necessities of any foreign man-of-war allowed by courtesy to pass the blockade.

If a foreign man-of-war arrives in distress for coal, you are permitted to furnish her with only a sufficient quantity to enable her to reach Annapolis, where she can readily supply her wants.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Commander Trenchard, U. S. Navy, of the execution of orders for the delivery of dispatches to Captain Sands, U. S. Navy.

U. S. S. RHODE ISLAND,
Hampton Roads, January 3, 1863.

SIR: I have the honor to report that on the afternoon of the 31st ultimo, having fallen in with the U. S. S. *Columbia* and received from her commander your letter of the 29th ultimo, directing the *Rhode Island* to proceed to Wilmington with dispatches for Captain Sands, and that evening proceeded to execute the instructions, reaching Wilmington the following afternoon (the 1st instant); communicated with the senior naval officer there, and, ascertaining that Captain Sands was at Beaufort, proceeded there at once, delivered your dispatches, and was directed by that officer to return here with his reply, arriving at this port at 5:30 p. m.

I am, very respectfully, your obedient servant,
STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter from Major-General Foster, U. S. Army, regarding the proposed attack upon Wilmington, N. C.

Confidential.] U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 4, 1863.

SIR: Major-General Foster arrived here this morning, and expects to leave this evening for Washington to confer with the War Department. I transmit enclosed a copy of a communication (A) of this date from him, giving me his views upon the subject of attacking Wilmington. A copy of my communication,* to which he refers, was sent to you in my No. 264, of December 28 (confidential).

I also enclose copies of two communications from Captain Sands, of the *Dacotah* (dated December 30 and January 2, and marked B and C, respectively), regarding the night reconnoissances of the entrances to Wilmington.

* See p. 328.

Night soundings are apt to show more water than there is. In careful soundings by day the line can be straight up and down, and the exact soundings can be got.

I am of opinion that our ironclads can get over the Western Bar, and that the reduction of Fort Caswell is the first object to be accomplished.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Hampton Roads, Virginia, January 4, 1863.

ADMIRAL: Having received your letter of the 28th ultimo at New Berne, I conceived its contents of so much importance in its bearings upon our joint operations as to require a personal interview and a statement in writing of the obstacles and facilities to be encountered in the proposed attack on Wilmington.

1st. I understand that none of the ironclads can, from their draft of water, enter New Inlet. They can not, therefore, obtain—what is so much needed against the earthen batteries of Fort Fisher—a reverse fire upon the guns and gunners on the sea front while the wooden gunboats occupied that front from the outside. The only attack, therefore, that the naval forces can make on Fort Fisher will be from the outside. Against such an attack, however strongly made, the fort is so strongly defended, by means of high and thick earthen parapets and numerous traverses, as well as casemated protections, that the attack in all probability will fail to reduce the work.

2d. My part of the programme was to march from New Berne with my whole force and to attack Wilmington in the rear at the same time that the naval forces executed their powerful diversion on Fort Fisher, relying upon that diversion being of [so] serious a character as to endanger (if it did not actually take the fort) the safety of the work, which would therefore have to have retained for its defense a large and powerful garrison. As the case now stands, the ironclads not being able to get into the inlet, the garrison will soon perceive their advantage in having the attack only from the direction whence they have been so long preparing to receive it, and can easily detach a portion of its force to aid in the defense of Wilmington.

The time consumed in my march (at least seven days) will also enable a portion of the forces to be drawn from Charleston and Savannah, inasmuch as the true point of attack of our expedition will be pronounced on the moment I begin my march. Of course, all the forces in North Carolina and those on the line of the railroad in the southern part of Virginia can be concentrated to meet me. I shall therefore have a strong force to meet and overcome, and the taking of Wilmington and its defenses will depend upon my success alone, inasmuch as the ironclads can not get into the river to aid me. There are many elements necessary to my success which may fail me, viz:

1st. All my force will have to cross New River, one column at Jacksonville (Onslow, [N. C.]) by the bridge and the other at the mouth of the river by a ferry, which we will have to establish ourselves by means

of light-draft steamers towing scows. This second column will also have to cross White Oak River by the same means.

2d. I depend upon my supplies coming in at one of the inlets, say New Topsail Inlet or Masonboro Inlet. Recent information, however, goes to show that Masonboro Inlet is defended by batteries against which the guns of the fleet will not be effective, in consequence of the breadth of the sound.

New Topsail Inlet has also a great defect in being rather narrow and continuing in a narrow channel across the sound to the mainland, where the landing is at the mouth of a stream or inlet and of a very limited character.

This will not allow of a good cover to the landing by the light-draft steamers (improvised as gunboats); neither will it allow a rapid landing of the stores and supplies, as very few schooners can get in to the landing at one time. In my opinion, it will not answer as a depot.

3d. My wagon train for supplies and ammunition, which will have to be large, so as to depend as little as possible for constant supplies upon the depots that it would be necessary to establish, will be an incumbrance on the long march, and will be more or less exposed to raids from the enemy's cavalry.

After taking Wilmington and destroying the bridges on the southern railroads near the city, and also the one on the Wilmington and Weldon Railroad, it will require a siege to take Fort Fisher, and this with my rear exposed to a new and accumulated force of the enemy, and with my base of supplies no safer than at first.

4th. In fine, I am quite convinced, since learning that the ironclads can not enter New Inlet and cooperate powerfully in that way, by operating on the rear of the defenses on Federal Point, if not even in taking Fort Fisher, which I confidently expected, that my force is too small to undertake the capture of Wilmington and the siege of Fort Fisher upon a single venture with the elements of delay enumerated above.

5th. I think that water communication should be substituted for land transportation in the movement of my troops, so as to insure rapidity of movement and prevent letting the enemy know where I am to attack until I commence to land. This will leave the actual point of attack and landing to be selected at the last moment, and in accordance with the immediate necessities of the case, the weather, the enemy's preparations, etc.

6th. In order to have the attack converted into a perfect joint operation, I propose, which is in accordance with your own views, to make Fort Caswell the first point of attack; the monitors to attack from the channel and my force to besiege the fort after landing upon Oak Island. A portion of my force can be landed on Smith's Island to erect a battery to cut off the enemy's supply boats trying to reach the fort.

Relying upon the above fully meeting your views, I propose to lay them at once before General Halleck for his approval.

Very respectfully and truly,

J. G. FOSTER,
Major-General of Volunteers.

Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

U. S. S. DACOTAH,
Beaufort, N. C., January 2, 1863.

SIR: I have just (at noon) received your confidential letter of the 29th ultimo by the hands of Commander Trenchard, of the *Rhode Island*.

By my communication of the 30th, which I left with Lieutenant-Commander Braine to take to you after obtaining what information he could of the obstructions, a duplicate of which I transmitted to you upon my arrival here by the *Cahawba*, you will perceive by the depth over New Inlet that the *Passaic* could not safely go over it.

At the Western Bar, with 15 feet at high water, the *Passaic* can get over; but at the Rips of Fort Caswell, where, if there were no artificial obstructions, the depth of 8 feet at low water and narrow channel and strong current, and the difficulty, in consequence, of keeping in the channel by a vessel steering badly, would be an obstacle; and being inside, having passed it, there is no coming back in case of want of ammunition or other cause.

Fixed pile or other permanent obstructions are almost impossible to be removed under such fire as could be brought to bear from the fort, but could of course be removed at pleasure after the fort was taken.

Lieutenant-Commander Braine, if he can obtain the desired information before my return to Cape Fear River, will convey it at once to you, and may possibly be on his way to you now. I left with him a small boat, fitted with two pair of sculls, for the purpose of exploring for such obstructions under cover of darkness or other favorable circumstances.

The *Rhode Island* has been to Cape Fear River and returned here with the dispatch from you, and, as she can get to Hampton Roads before you leave, and nothing for her to do here, I think it best to dispatch her with this for your information, and, having Commander Bankhead of the ill-fated *Monitor* and the others he saved from her, it will relieve your mind from anxiety and doubt, probably caused by the first information you may have received of this disaster.

Respectfully, etc., your obedient servant,

B. F. SANDS,
Captain.

[Acting Rear-Admiral S. P. LEE, U. S. Navy,
Commanding North Atlantic Blockading Squadron.]

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding two steamers chased by the U. S. S. Victoria.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 5, 1863.

SIR: Captain Sands reports, under date of the 30th of December, that on the evening of December 25 the *Victoria*, blockading below Cape Fear River, chased away from shore a propeller steamer evidently intending to violate the blockade, and on the 28th, off Shallotte Inlet, Acting Volunteer Lieutenant Hooker, commanding the *Victoria*, reports (December 29) that at 11:45 a. m. a stranger steamer, which he had made out at 11 a. m., hauled up for the land. He gave chase till 2 p. m., when the steamer abandoned her intention and stood offshore, going very fast. She is described as two-masted, very rakish, had the appearance of two smoke pipes, and dark-colored paint; could not make out whether side-wheel or propeller, but think side-wheel. Both strangers are described as far superior in speed to the *Victoria*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Correspondence relative to an expedition under Lieutenant Cushing, U. S. Navy, for the purpose of capturing Wilmington pilots.

Report of Lieutenant Cushing, U. S. Navy, requesting permission to act.

U. S. S. HETZEL,
New Berne, N. C., November 26, 1862.

SIR: I respectfully request that I may receive orders to take the prize schooner *Home* for the purpose of capturing some Wilmington pilots. I propose to disguise her as an English vessel, painting her lead color, altering her rig, etc. By boldly entering New Inlet, chased by one of the blockading fleet, I can succeed. When I get under the guns of the forts I will wait for pilots or boats from the shore. All persons that come aboard I will make prisoners, and stand out from under the fire of the forts. If an armed tug should come alongside I will take her by boarding.

I am, sir, very respectfully, your obedient servant,
WM. B. CUSHING,
Lieutenant, U. S. Navy.

Commander H. K. DAVENPORT,
Senior Officer, Commanding in Sounds of North Carolina.

Order of Commander Davenport, U. S. Navy, to Lieutenant Cushing, U. S. Navy, referring him to Acting Rear-Admiral Lee for authority.

U. S. S. HETZEL,
Off New Berne, N. C., November 29, 1862.

SIR: In reply to your letter of the 26th instant, asking permission to take the prize schooner *Home* for the purpose of capturing some Wilmington pilots, I have to state that upon careful consideration of your proposition I deem it advisable that you should bring the subject to the notice of the acting rear-admiral and receive his instructions.

You will therefore proceed by first opportunity to Hampton Roads, and on your arrival there report to Acting Rear-Admiral Lee on board the U. S. flag steamer *Philadelphia*.

I am, etc.,
H. K. DAVENPORT,
Commander, etc.

Lieut. WILLIAM B. CUSHING, U. S. Navy.

Report of Lieutenant Cushing, U. S. Navy.

U. S. S. HETZEL,
New Berne, N. C., December 26, 1862.

SIR: I beg leave to state that in conversation with Acting Rear-Admiral Lee, and also with the Assistant Secretary of the Navy, both approved of the enterprise which I have in contemplation; and I leave for Beaufort to-morrow and will do my best to carry out my plans.

I am, sir, very respectfully, your obedient servant,
WM. B. CUSHING,
Lieutenant, U. S. Navy.

Commander H. K. DAVENPORT,
Commander and Senior Naval Officer in Sounds of North Carolina.

Order of Commander Davenport, U. S. Navy, to Lieutenant Cushing, U. S. Navy.

U. S. S. HETZEL, *December 26, 1862.*

SIR: In reply to your letter of this date, I will say that in consequence of the approval of Acting Rear-Admiral Lee and the Assistant Secretary of the Navy of your plans you are ordered to proceed to carry them out at once.

I am, sir, very respectfully, your obedient servant,
 H. K. DAVENPORT,
Commander, etc.

Lieutenant W. B. CUSHING, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant Cushing, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 19, 1863.

SIR: I have the satisfaction of enclosing a copy of a report (January 8) from Lieutenant W. B. Cushing, regarding the results of an enterprise, conceived and carried out by him under my sanction, to capture Wilmington pilots, and which, though unsuccessful in its immediate object both at Cape Fear River and at Little River, where he landed and carried by storm an earthwork, does great credit to the gallantry of this promising young officer.

I have the honor to be, sir, very respectfully, yours,
 S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

I have already ordered Lieutenant C. here to command the *Commodore Barney*.

S. P. L.

[Enclosure.]

BEAUFORT, N. C., *January 8, 1863.*

SIR: I have the honor to report that I failed to capture the Wilmington pilots because my schooner was three times becalmed, inshore, at the points where I desired to act. Having learned, however, that there was a pilot station at Little River, 30 miles below Fort Caswell, I made sail for that point and reached it on the morning of the 5th. At 8 o'clock at night I crossed the bar with three cutters and twenty-five men, and proceeded up the river. My object was to look for pilots, and also to find some schooners supposed to be inside. About a mile from the mouth the enemy gave us a volley of musketry from a bluff on the left.

I beached the boats at once, formed my men about 200 yards from the enemy's position, and gave the order, "forward; double quick; charge." Without firing a musket the men moved forward, and when we got clear of the woods I saw a fort in front and the light of the camp fires. Knowing that the rebels were ignorant of our numbers, I charged with the bayonet and captured their works, going over one side as they escaped over the other. I found the fort an earthwork, surrounded by a ditch about 10 feet broad by 5 deep. Inside was a blockhouse pierced for musketry. No guns were mounted. I learn

that it was held by one company of infantry. The enemy left in such haste that their stores, clothing, ammunition, and a portion of their arms were captured. I destroyed all that I could not bring away. I went a short distance farther up the river; had another skirmish; did not see the schooners; got out of ammunition and returned with the loss of but one man shot in the leg. In conclusion, I beg leave to state that officers and men behaved nobly. Acting Master's Mates Valentine and Hicks were with me. Acting Master Savage, commanding mortar schooner *Matthew Vassar*, furnished me with two boats and a portion of the men.

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

WM. B. CUSHING,
Lieutenant, U. S. Navy.

Commander A. MURRAY,
Senior Officer, Commanding, Sounds of North Carolina.

P. S.—The fort was in South Carolina, 1 mile from the border line.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding supplies for foreign men-of-war.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 5, 1863.

SIR: Your communication of the 3d instant, instructing me in respect to allowing coal to pass this blockade for the use of her Britannic Majesty's ships, is this day received.

I respectfully represent that I made a full report to the Department on the 30th of October, the receipt of which was acknowledged by the Department on November 4, 1862, of the transaction referred to in my communication of the 30th of December, 1862, to the Bureau of Equipment and Recruiting, upon which I have now the honor to acknowledge the receipt of your instructions of the 3d instant.

In the absence of instructions on this subject, I acted on what I had understood was the course pursued by my two predecessors, as set forth in the enclosed copy of a communication of this date to me from Commander Case, then, as now, acting as captain of this fleet.

I will instruct the guard vessel off Fortress Monroe that hereafter supplies for foreign men-of-war are not to be admitted.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 5, 1863.

SIR: The English and French vessels of war have from time to time been allowed to take in provisions and coal whilst lying in Hampton Roads.

The coal and provisions have generally, I believe, been brought from Baltimore, though the former has sometimes been supplied by the quartermaster's department here.

I am under the impression that the *Rinaldo* (English sloop of war) was once supplied with coal from the Navy.

Very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain of the Fleet.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Arnold, U. S. Navy, regarding supplies for foreign men-of-war.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 5, 1863.

SIR: You will hereafter, by direction of the Department, admit no more supplies into these roads for foreign men-of-war.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander H. N. T. ARNOLD, U. S. Navy,
Commanding U. S. S. Mystic, Off Fortress Monroe, Va.

[Telegram.]

HAMPTON ROADS, *January 5, 1863.*

The *Minnesota* arrived this evening.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. steamers Hendrick Hudson and Cœur de Lion.

U. S. FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 5, 1863.

SIR: The U. S. S. *Hendrick Hudson* arrived here on the 3d instant from Philadelphia. I have sent her to the navy yard to have her condenser put in order.

I have sent the *Cœur de Lion* to blockade in the neighborhood of York River.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Brown, U. S. Navy, commanding U. S. S. Cœur de Lion, to proceed to Washington, D. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 5, 1863.

SIR: The U. S. S. *Cœur de Lion* is hereby detached from this squadron. By telegraphic order of the Department dated this day you will proceed to Washington with the *Cœur de Lion* under your command and report to Commodore Harwood for duty.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Master C. H. BROWN, U. S. Navy,
Commanding U. S. S. Cœur de Lion.

Report of Commander Armstrong, U. S. Navy, of the arrival of the U. S. S. State of Georgia at Baltimore for repairs.

U. S. S. STATE OF GEORGIA,
Baltimore, Md., January 5, 1863.

SIR: I have the honor to report the arrival here of the U. S. S. *State of Georgia* at noon yesterday. I lost no time in reporting to Commodore Dornin, commanding the station. There is difficulty in docking the ship for repairs in consequence of her draft. No side-wheel vessel can be taken on the screw dock with over 37 feet beam without taking off her wheels, and to go on the railway the ship has to be lightened to 9 feet 6 inches forward and 12 feet aft; to obtain this draft, coal and ammunition will have to be removed.

Commodore Dornin has informed the Department and asked for instructions.

The ship is leaking even in this smooth water, and it is believed it is absolutely necessary to take her out of water.

I will inform you immediately of any instructions I receive.

Very respectfully, your obedient servant,

JAMES F. ARMSTRONG,
Commander. Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the charter of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 6, 1863.

SIR: According to your telegraphic dispatch of 11:45 a. m. yesterday, received at 1 p. m., I immediately directed the senior officer at Beaufort, Captain Drayton, to charter one or more seaworthy vessels at a monthly rate, sufficient to hold such ordnance stores from the bark *Guiding Star* (if she is found unseaworthy), as, under orders from the Bureau of Ordnance of January 2 and 3 are not directed to be sent to Fortress Monroe or to the North by first opportunity.

The charter I ordered to be made with a view to convenient draft and to the transportation of ordnance stores to such ports or points on the Atlantic coast as may be required.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, regarding proposed expedition to Yorktown.

Confidential.]

U. S. FLAGSHIP PHILADELPHIA,
Hampton Roads, Virginia, January 6, 1863.

SIR: Deliver the enclosed orders to the commanding officers of the *Commodore Barney* and the *Commodore Morris*, under which they will proceed with you to Yorktown to-morrow for the purpose of carrying out, under your lead, the enterprise you have projected. The admonition I have given you to encounter no unwise risk and to exercise every precaution for the safety of the vessels and their officers and crews will, I am sure, from your known intelligence and prudence, receive due attention.

Respectfully, etc.,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander F. A. PARKER, U. S. Navy.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 6, 1863.

SIR: Proceed to-morrow morning to Yorktown with the *Commodore Morris* under your command and report to Commander F. A. Parker, senior naval officer there, for such temporary duty as he may assign you.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
COMMANDING OFFICER OF U. S. S. COMMODORE MORRIS.

(Similar order sent to commanding officer of U. S. S. *Commodore Barney*.)

Report of Captain Turner, U. S. Navy, regarding the need of a gunboat at Newport News.

U. S. FRIGATE NEW IRONSIDES,
Newport News, January 7, 1863.

ADMIRAL: I have received your order directing me to send the gunboat *Commodore Morris* down to report to you, and it is done.

I hope you may find it within your power to send a gunboat to take her place.

You can, of course, judge better than myself of the necessities of the service here, from your superior knowledge of the force and movements of the enemy. The condition of the boilers of the *Galena* is such as to make me apprehensive of very little assistance from her. In case of a protracted fight, I should fear that she might break down.

A fast gunboat here would be a most useful vessel to me from other considerations.

I have nothing to overhaul anything that might pass me except the *Young America*, tugboat, and she is at this moment without coal and would not be a very effective vessel from which I could expect important aid in any emergency that might arise at this anchorage.

I submit these considerations to your better judgment in the anxiety which I feel to perform my whole duty here, satisfied that what you determine upon will be for the good of the service, and that you will do justice to the feelings which have prompted me to secure, to the best of my ability, the safety of the command with which I have been intrusted.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—The tug *Young America* being under repairs, with her fires hauled, I have no boat to send on picket to-night.

Report of Commander Murray, U. S. Navy, regarding permission given to vessels carrying supplies and detained at Hatteras Inlet.

U. S. S. HETZEL,
Off New Berne, N. C., January 7, 1863.

ADMIRAL: Your letters of the 26th ultimo, enclosing copy of a confidential communication* from the Bureau of Navigation of the 27th ultimo and of the 31st ultimo, enclosing the name and number of a vessel to be added to the signal books, are received.

I have directed that the *Emma L. Day* and all other vessels now detained at Hatteras Inlet be permitted to come to this place, on condition that they contain nothing contraband; that they procure certificates from the quartermaster at the inlet that their cargoes consist of army supplies; that it is a military necessity that they should reach their destination, and that they submit themselves on arrival here to the supervision of the revenue officer.

Captain Ottinger, of the Revenue-Cutter Service, is now here clothed with special authority from the Treasury Department to attend to such cases as those of the vessels referred to above.

I am, etc.,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

* Not necessary to publish.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the defenses of Cape Fear River.

U. S. S. MONTICELLO,
Off Western Bar, Mouth of Cape Fear River, January 7, 1863.

SIR: I forward you herewith a chart* of Cape Fear River, with the different batteries and obstructions marked upon it; also the route of the railroads from Wilmington, as furnished me by Mr. Savage, who came off from Masonboro Inlet about two weeks since. He states what I have marked upon the chart as his personal knowledge. I believe him to be a good river pilot. You will see upon examination that I have marked where it is believed a 10-foot channel exists at high water. As yet, owing to my being sent to Shallotte Inlet to blockade, I have not been able to give Mr. Kroehl an opportunity to visit the obstructions off Fort Caswell. I will, however, avail myself of the first opportunity to do so.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Joint expedition from Yorktown to West Point and White House, Va., January 7-9, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Parker, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 10, 1863.

SIR: I transmit enclosed a report (January 9) by Commander F. A. Parker of a joint expedition up the Pamunkey River on the 7th and 8th instant with the navy gunboats *Mahaska* and *Commodore Morris* and the army tug *May Queen*. A list of the captures made by the land force is enclosed in Commander Parker's report.

A more extensive enterprise was projected, but want of water at the obstructions prevented its full success; as a reconnoissance it is valuable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. MAHASKA,
Off Yorktown, Va., January 9, 1863.

SIR: I have the honor to inform you that, in accordance with the plan approved by you and submitted by me to Major-General Keyes on the 2d instant, I left this place night before last and proceeded to West Point. Here a force of 200 cavalry, under Major Hall, was disembarked, which proceeded immediately to Indian Town, on the Pamunkey, while a company of infantry held possession of West Point, under cover of the guns of the *General Putnam*. I then, with this

* Not found.

vessel, the *Commodore Morris*, and a small tug called the *May Queen*, entered the Pamunkey. Contrary, however, to my expectation, from my previous understanding with him, my pilot was not willing to run through the blockade, a number of sunken vessels, so called, off Cumberland, before daylight. I, therefore, came to anchor until half past 3 a. m., when I commenced the ascent of the river. At 9 o'clock, when off Indian Town, within a mile and a half of the White House by land, and 5 miles by the river, the tug grounded in mid-channel in 7 feet water, and remained hard and fast until, by running a line to her from his vessel, Lieutenant-Commander Gillis succeeded in hauling her off. I now found that the water in the river was lower, owing to the prevalence of northerly winds, than my pilot has ever known it to be within his experience of fifteen years, and that it would be impossible to cross the bar for some hours. After remaining there about an hour, finding the tide still falling and that my movements were observed from the shore, while a dense smoke [was] going up from the White House, which I supposed to be from a signal fire, I deemed it proper, under my instructions, to retrace my steps. Upon my way down I shelled Cumberland Heights, where I expected to find the sharpshooters of General Wise's brigade, now stationed in that vicinity. I met, however, with no resistance whatever. I also landed a force and destroyed a railroad bridge of the West Point and White House [Richmond and York River] Railroad, cut the telegraph wires, cut down the poles, etc. (I would remark here that this road, although in tolerable running order, is not used now, owing to the destruction of the bridge across the Pamunkey at the White House by our army last summer.)

Upon my arrival at West Point, I was agreeably surprised to find that what I had supposed to be a signal fire at the White House was the burning of property there by Major Hall, who, arriving at Indian Town just after sunrise and finding no force there or at the White House opposite, except a solitary horseman who galloped off in the direction of Richmond on his approach, sent six men in a skiff across the river to the White House and burned the property there.

Enclosed I send you a list of the articles captured and destroyed by Major Hall, by which you will perceive that the expedition was a success. Major Hall met with no force of the rebels, on his route, and could not hear of any being in that vicinity. He learned that the rebels had an "iron car" on the Richmond and York River Railroad, which was removed from the White House on Monday last.

In my reconnoissance of the Pamunkey, I discovered no signs of life, and there is not a gun in position on the river. ———, whom I employed as a spy (as you know), informs me that on Wednesday last the rebels commenced throwing up a new defensive work of some kind on the Richmond and Williamsburg road, 3 miles from the former city.

I have to compliment Lieutenant-Commander Gillis, who will hand you this communication, on the skillful handling of his vessel.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Subenclosure.]

Captured at Indian Town.—Eight wagons, loaded with pig-lead, glue, leather, gutta-percha, and ordnance stores; 35 mules, 15 horses.

Destroyed at the White House.—Signal station, railroad depot, storehouses, 2 cars and water tank, a quantity of commissary stores, 1,000 bushels wheat, 4 large casks of whisky, and a lot of sutler stores, consisting of soap, salt, candles, etc.; 2 sloops, 2 barges, 4 pontoon boats, a small steamer called the *Little Magruder*, a large scow used as a ferryboat, 2 hawsers.

Report of Major-General Keyes, U. S. Army, commanding Fourth Army Corps.

HEADQUARTERS FOURTH ARMY CORPS,
Yorktown, Va., January 10, 1863.

SIR: I have the honor to submit the following report of a successful raid up the country between the Pamunkey and Mattapony rivers and at the White House:

A detachment of cavalry of the Fifth Pennsylvania and Sixth New York regiments, under Major W. P. Hall, and another of the One hundred and fifteenth New York Infantry, under Captain McKittrick, 300 in all, left Yorktown on the evening of the 7th instant in steamers cooperating with the strong naval forces on this station.

It was concerted with Captain F. A. Parker, commanding the gunboats on the York River, that he would clear out the Pamunkey and destroy the railroad station, etc., at the White House, while the infantry should hold West Point with the aid of a gunboat, and the cavalry should sweep the roads and country on the left bank. Unfortunately, however, the water was too low to enable the vessel to reach the White House. Major Hall therefore crossed the river at that point in a skiff with a small party, burned the ferryboat, also a small steamer called the *Little Magruder*, two sloops loaded with grain, two barges, four pontoon boats, a storehouse containing 1,000 bushels of wheat, etc., a quantity of whisky, soap, salt, etc.

The torch was then applied to the railroad depot, which contained freight for Richmond, the tank, the rolling stock, signal station, sutler's buildings, etc. When the destruction was complete the party recrossed the river.

On the left bank of the Pamunkey the cavalry captured and brought in 6 wagons and 2 carts, with 26 mules and 8 horses. The wagons were laden with "blockade goods," such as salt, black lead, gum shellac, buckles and rings, gutta-percha belting, bars of tin and iron, brass wire, 60 ounces of quinine, and a lot of gold lace, stripes, and stars for rebel uniforms.

The expedition got off without its destination being known or suspected by any person except Captain Parker and myself. The conduct of Major W. P. Hall, Sixth New York Cavalry, entitles him to special notice and praise. His success was complete, and he lost neither man nor horse.

It will not, I trust, be deemed out of place to say that the success of the land part of the expedition was largely indebted to Captain Parker's admirable management of his vessels. On this and many other occasions I have noticed the zeal and good judgment of that naval officer.

I have the honor to be, very respectfully, your obedient servant,
E. D. KEYES,

Major-General, Commanding Fourth Army Corps.

Major-General DIX,
Commanding Department of Virginia.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the execution of the Department's orders.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 8, 1863.

SIR: I have received your letter of the 5th of January, regarding monthly returns of contrabands, and [wish] to state that I am about to issue a general order in accordance therewith. Your telegraphic dispatch of the 6th was promptly received and the *Cœur de Lion* ordered back to the Potomac, as directed. The orders for the *Ossipee*, dated the 6th instant, have just reached me. I shall send her to the Washington navy yard, as directed to-day, and in tow of the *Mount Washington*.

Your letter of December 30, regarding Acting Assistant Paymaster Clark, late of the *Daylight*, and Acting Master Warren, has just been handed to me by Acting Assistant Paymaster Clark.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the proposed withdrawal of the U. S. S. Galena for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 8, 1863.

SIR: Captain Turner, commanding *New Ironsides*, under date of yesterday, reports that the condition of the boiler of the *Galena* is such as to make him apprehensive of very little assistance from her in case of a protracted fight. He fears that she would break down.

When an ironclad comes, in addition to the one to relieve the *Ironsides*, I propose to withdraw the *Galena* for repairs at the Gosport navy yard.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

It will be impossible to allow any other ironclad but the *Nahant* to remain at Hampton Roads, probably for several months. Whilst the *Ironsides* was at Newport News the boilers of the *Galena* might have been repaired. Let a survey be held as far as possible upon them.

[Telegram.]

FORT MONROE, January 8, 1863.

(Received 11 a. m.)

Rhode Island left last evening. *Patapsco* arrived last night, needing very slight repairs. *Colorado* left this morning. What pay shall Wilmington pilots have?

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES.

[Telegram.]

FORT MONROE, *January 8, 1863.*

(Received 7 p. m.)

No news here. Flag of truce went up to-day and is expected back to-morrow evening. Will promptly telegraph intelligence from Richmond when received.

S. P. LEE.

Hon. G. V. FOX.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Case, U. S. Navy, to proceed to New York to join the U. S. S. Iroquois.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 8, 1863.

SIR: By orders of the Department, dated the 6th and 8th instant, you are detached as captain of the fleet from this squadron and will proceed to New York to join the *Iroquois*, taking with you the enclosed orders of the Department, dated the 6th, to Commander Henry Rolando. I hope you will return in a few days with the *Iroquois* under your command for duty in this squadron.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander A. L. CASE, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions regarding unexecuted confidential orders.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 9, 1863.

SIR: Commander Murray writes that he is going on with the arrangements necessary to aid General Foster, according to the original programme, and he asks for light-draft vessels with heavy guns.

I infer from your confidential instructions of the 6th instant a change of programme, and have advised Commander Murray to act in concert with General Foster, as it was for this duty that he was ordered.

I ask your instructions respecting the unexecuted confidential instructions of the Department heretofore received.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, to act in concert with Major-General Foster, U. S. Army.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 9, 1863.

SIR: Yours of the 1st instant was delivered by Paymaster Morton to-day. I have not received such instructions from the Department as

would warrant, except by inference, my changing your orders. As you were to act in concert with General Foster's movements, you will be safe in going by his views for the present. He is now at New Berne, having left here at sunset the 7th instant, and having returned from Washington that morning is thoroughly posted. I write in great haste. Will write again as soon as I am duly instructed.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander MURRAY,
Sounds of North Carolina.

Report of Lieutenant-Commander Braine, U. S. Navy, suggesting a favorable time for the attack upon Wilmington, N. C.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, N. C., January 9, 1863.

DEAR SIR: I find that upon the 17th, 18th, and 19th of this month we will have the highest tides for the next twenty-four days; this is about the change of the moon. On the dates alluded to above the tides will be as follows:

	High water.	
	A. M.	P. M.
January 17, 1863	5	5
January 18, 1863	6	6
January 19, 1863	7:15	7:15

and the afternoon tide of January 17 will be higher than the morning tide by nearly 1 foot. From to-day (9th) until the 14th the tides are poor; after that date they will mend until the 19th, when they will again fall off.

May I take the liberty of suggesting either the 17th, 18th, or 19th as favorable for the contemplated attack as regards tides and times; weather of course is uncertain. You will perceive that a little before sunrise on the 18th the ironclads could (weather being favorable) cross the bar and advancing close to Fort Caswell have the entire day to engage the enemy, or the highest water to pass the Rip, as you may decide. Suppose their inability to pass obstructions, they might lay to the westward of the Rip and destroy Fort Caswell; or if it should be necessary (which I trust not) they could retire at 6 p. m. upon high water.

I have a man whom I have engaged as river pilot for you; he is, besides, a guide for the country between Federal Point and Wilmington city; he has taken the oath of allegiance willingly. If you think it advisable I would suggest your seeing him just before the attack. Trusting your health is good,

I am, very truly, yours,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival at Newport News of a steamer carrying prisoners and passengers.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 10, 1863.

SIR: A flag-of-truce steamer came down at noon to-day with several hundred prisoners and some passengers, mostly ladies. She brought no news, but reports that Major Ould looked gloomy. I got two papers (half they had), which I enclose, viz, The Enquirer of 6th and 9th instant. These papers contain editorials urging, if not pleading, for peace, and a military order of January 3 to increase the efficiency of their conscription. Editorial reference is made to the fact that the time of service of some of our best troops expires next spring.

I believe that an army and navy conscription law is the great measure of organization now needed to put down the rebellion.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Ensign Terry, U. S. Navy, regarding the boarding of the flag-of-truce steamer Metamora.

FLAGSHIP MINNESOTA,
Newport News, Va., January 11, 1863.

SIR: In obedience to your order I this morning boarded the U. S. flag-of-truce steamer *Metamora*, and have to report as follows:

She left Fortress Monroe on Thursday morning and anchored off Hog Island at sunset. On Friday morning at sunrise she got underway and arrived at City Point at noon.

She carried up 56 ladies, 42 children, and 1 citizen.

She brings down 301 exchanged prisoners, 4 paroled sutlers, 4 lady passengers, and 1 foreigner who has a pass through the Confederate lines.

I obtained two Richmond papers of the 10th of January, which I have handed to you. She brings no news of importance.

She left City Point at 3 o'clock yesterday and anchored off Jamestown at 5, and left Jamestown at daylight this morning.

I am, very respectfully, your obedient servant,

S. W. TERRY,

Ensign, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Parker, U. S. Navy, urging vigilance in the vicinity of Yorktown.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 11, 1863.

SIR: I transmit enclosed copies of telegrams taken from the Richmond Examiner and the Richmond Enquirer of the 10th instant, relative to the capture of the *Harriet Lane*.

You will see that every possible professional arrangement and effort is made to prevent any of the public vessels at or in the vicinity of Yorktown from being captured by the enemy.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander F. A. PARKER, U. S. Navy,

Commanding U. S. S. Mahaska, York River, Virginia.

(A similar letter sent to Commander A. Murray, U. S. Navy, in sounds of North Carolina, one to Lieutenant-Commander Flusser at Plymouth, N. C., and one to Lieut. R. T. Renshaw, commanding U. S. S. *Louisiana* at Washington, N. C.)

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding the condition of affairs on the Nansemond River.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., January 11, 1863.

SIR: I beg leave to submit the enclosed copy of a report from Acting Master T. A. Harris, commanding U. S. S. *Stepping Stones* (January 3), on the present condition of Nansemond River and adjacent counties, as regards the operations of the enemy.

The statement of the smuggling of large quantities of goods into the enemy's lines by the Dismal Swamp road and the Chowan has been submitted to Major-General Dix.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. STEPPING STONES,

Nansemond River, Virginia, January 3, 1863.

SIR: Having orders to communicate anything of interest in the locality, I have thought it my duty to present to you the status and condition of the river and country adjacent as lucidly as my observation and means of information will permit. Whatever communication exists from the east bank of the river with the opposite and Petersburg, is carried on from below West Grand. Above that point the army pickets and vedettes are too frequent to admit of a reasonable chance of success. Below, to as far as Town Point, there are some four points, where, without great diligence, they may sometimes succeed in getting across. But I have reason to believe that for the past ten months the business has been discouraging. The vedettes patrolling on shore, the vessel up and down near the suspected points, render success extremely doubtful. The Nansemond Cavalry raised in this county are now at the Isle of Wight Court-House, and their great desire is to communicate with their friends hereabouts, and mine to prevent it. There has never been much transportation of goods across here; but they certainly abused their permits for oystering in using the boats for communication. On the 28th of December, in connection with the vedettes, [I] detected one Phelps in an attempt to cross the river with three sacks of salt, and

the next day found a small package of Northern newspapers, but no letters, secreted in a hollow tree and doubtless belonging to him. On the 30th December, hearing that a person in Confederate uniform had been brought to a house on the west bank, I sent and ascertained that he belonged to General Benchord's [?] brigade, lately at Fredericksburg; had his discharge from sickness, but his renewal of oath to Southern allegiance was the succeeding day to his discharge. He was attempting to reach his home, and very sick. With no suitable place for him here, I passed him on to the vedettes of Colonel Dodge. The river is now well clear of small boats, and that is the only way to break up all communication—by depriving them of the means of transportation.

I have been informed that the vessels outside, at the mouth of this river, are in the habit of shelling their oysters and running them into Chuckatuck Creek at night, and that thus large quantities reach Petersburg. There was said to be some 300 of the cavalry of the enemy at Chuckatuck town, about 3 miles from this, on the 26th December, and that large bodies are constantly visiting Smithfield, but no permanent force there; also that for the past ten days troops are being massed at Petersburg; that there is a large force there, but how many, unable to ascertain. The most popular route for transportation of goods and information from Norfolk and Portsmouth appears to be by the Dismal Swamp road and Chowan; and by this route a surprising quantity of goods are smuggled into the enemy's lines. Although a portion of this may be beyond my special province, it is respectfully submitted as giving an insight into the surroundings of this section.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Savage, U. S. Navy, commanding U. S. schooner Matthew Vassar, of the capture of the schooner Florida.

U. S. SCHOONER MATTHEW VASSAR,
Off Little River Inlet, January 11, 1863.

SIR: I respectfully take the liberty of reporting to you the following: This morning at 9 when on my station, a sail hove in sight, bearing S. W. by S. I immediately got underway and gave chase. When they found what I was, they tacked and tried to run from me. When they found that I was gaining on them, they cut a hole in her port side with an ax, so that she might sink before I could capture her; and the captain and crew took the boat and made for the land. I immediately sent an armed boat after them and captured them, while I pursued the vessel and boarded her and stopped the hole in her side from leaking. I found her to be the schooner *Florida*, of Nassau, Captain David Ireland, from Nassau, with a cargo of 400 sacks of salt, and was trying to get into some of the inlets on the coast of North or South Carolina. I made a seizure of her and put a prize master and four of a crew on board of her, and gave the prize master his proper instructions, with a detailed account of the seizure, to be forwarded to the flag officer at Hampton Roads and one for the Navy Department.

Place of capture: Latitude 33° 33' N., longitude 78° 42' W.

Sir, if I have made any mistake in regard to this business, I most respectfully beg to be instructed by you.

Very respectfully, your obedient servant,

HUGH H. SAVAGE,
Acting Master, Commanding, U. S. Navy.

Captain BENJAMIN F. SANDS, U. S. Navy,
U. S. S. Dacotah.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding the delayed expedition against Wilmington, N. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 11, 1863.

SIR: Yours of the 1st was delivered by Paymaster Morton on the 9th. I infer from some orders respecting vessels and from what General Foster told me on his return two days since from Washington, [D. C.], that the proposed expedition is to wait awhile. But I have no positive instructions on the subject and therefore have none to give you just now.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander MURRAY,
Sounds of North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival in a Confederate port of the steamer Giraffe, carrying a valuable cargo.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 12, 1863.

SIR: The public journals contain a dispatch from Wilmington, dated December 30, stating that the large iron steamer *Giraffe* (frequently mentioned in late consular dispatches) had that morning "arrived at a Confederate port" with a valuable cargo of Government stores and a special messenger from Europe.

I respectfully call the attention of the Department to my No. 21, of January 5, reporting that the *Victoria*, on the 25th and again on the 28th of December, had chased away from the coast below Cape Fear River inlet a large steamer, which, in both cases, from greatly superior speed, had easily managed to elude the blockader. It is not improbable that this steamer was the *Giraffe*, which is reported to have got into a Southern port on the 30th.

The difficulty of maintaining an effective blockade at Wilmington with none but slow steamers is evident. With one swift steamer to cruise off and along the coast in the neighborhood of Shallotte Inlet, steamers, making the coast to run it down by night and enter by the Western Bar, may be chased with some prospect of success.

The boilers of the *Dacotah* can not bear the pressure of steam necessary to give her speed; but the *Iroquois* is in good order and has speed. I had another motive in asking for the *Iroquois* and Captain Case.

At Beaufort the vessels blockading Wilmington are supplied with coal, provisions, clothing, and ship's stores. Captain Case's acquaint-

tance with the duties and wants of the squadron would make him very serviceable in that quarter.

I hope the Department will soon give me two swift steamers, one to cruise along the coast above New Inlet and the other below Western Bar entrance. It would be a great advantage to have an experienced and reliable navy officer of good business habits to attend to the requisitions for providing necessary supplies at Beaufort.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, giving the names of suspicious steamers sailing from foreign ports.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 12, 1863.

SIR: * * * The Department telegraphed on the 9th instant that the steamer *Princess Royal*, mentioned in extracts received by me January 6 and forwarded to you, and in extracts received January 11 and forwarded herewith, left Halifax on that day for a Southern port. The extracts herewith transmitted also relate to the steamers *Havelock*, *Shelldrake*, *Leipzig*, *Pet*, *Georgianna*, *Neptune*, *Dolphin*, *Minna*, *Gladiator*, *Queen of Orwell*, *Peterhoff*, *Melita*, *Asia*; also the barks *City of the Sultan*, *Hamilton Gray*, *Justicia*, etc. Send several of these extracts to each vessel blockading off Cape Fear River and below. I have sent a number for distribution by this mail to the senior officer off New Inlet.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Comdg. U. S. S. Dacotah, or Senior Officer off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, for the enforcement of Department's orders restricting naval employes from giving information to the public.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 12, 1863.

SIR: Recent public papers contain statements, derived from letters from the *Miami*, relative to naval operations and the movements of naval vessels. Your attention is called to the tenth general order of this squadron from the Department, dated April 22, 1862, and to the third article of the Department's general order of December 12, 1862. You will require these orders to be strictly obeyed by all officers and men under your command, and have them distinctly read at next muster.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Lieutenant ROBT. TOWNSEND, U. S. Navy,

Commanding U. S. S. Miami, off Wilmington, N. C.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the proposed movement against Wilmington, N. C.

NAVY DEPARTMENT, *January 13, 1863.*

SIR: Your confidential communication* No. 41 has been received. The examination of the bars and the reports of your officers with regard to the impossibility of the *Passaic* and *Montauk* entering Cape Fear River, rendered it necessary to abandon the projected attempt upon Wilmington, and part of General Foster's command is being transferred to Port Royal. General Halleck informs the Department that a land march upon Wilmington will not be made at present.

There are several vessels of the exact type of the *Patapsco* and the *Keokuk*, of much lighter draft (carrying two XI-inch guns), to be ready in a month. If there is any prospect of getting into Cape Fear River with these they will be placed at your disposal as fast as finished unless disaster should occur to those gone and going south. If General Foster has any project on foot where the Navy can render cooperation, the Department desires it given to the fullest extent.

Light-draft vessels with heavy guns are probably impossible to obtain. It is believed that no more ferryboats can be procured, and all the tugs that could be obtained by advertisement or otherwise have been purchased. If you will inform the Department the greatest draft of water that Commander Murray can use, every effort will be made to obtain the vessels asked for. Wilmington must be taken, and probably by the Navy, and measures to fulfill this just expectation of the country ought to be in progress. A careful survey of all the inlets above and below will be important as enabling the Navy to judge how far a cooperation can be given to the Army at some point near Wilmington.

The question also of landing at this season of the year a force with siege trains to invest Fort Caswell should be considered. Finally, a more thorough examination of the probabilities of getting in with the *Keokuk*, *Lehigh*, and *Sangamon*, whilst it would be improper to risk the first and only ironclads we have (bound to Charleston, Savannah, and Mobile) in attempting the shoal bars off Wilmington, yet success at those points would lead the Department to hazard more at Wilmington than would be judicious at the present time.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from Captain Sands, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, regarding general affairs.

U. S. S. DACOTA,
Off Cape Fear River, January 13, 1863.

DEAR LEE: Your note of 7th instant came to hand yesterday.

I am glad you approve of my action in regard to the buoys. The places only had been marked ready for any further orders from you. They are not readily to be seen from the shore and will do no harm.

I am doing all I can to keep the blockade close. The *Herald* is down again, apparently to make another attempt to get out. She was down

* See p. 413.

to the fort on the 29th December, but she seemed to have grounded in the river, possibly upon some of the obstructions, and returned to Wilmington same day, and is now lying above Smithville, I suppose, preparing for another trial. The vessels posted at the bar and close to the beach at night have picket boats out in the dark nights to watch her outcoming, if she attempts it.

Young Cushing's expedition returned to Beaufort without result. I had supplied him with bread at Beaufort, and other vessels here gave him all assistance he wanted.

Some contrabands came off to the *Maratanza* on the 12th, but they are a stupid set and know nothing. I have sent them to the *Badger*, where they will be useful.

They are driving on, increasing their defenses at Fort Caswell with cabbage wood and sand bags, raising casemates upon their parapet and a log and sand battery outside the moat and nearer the water at the point. This work has been steadily going on since I have been here, as was evident from the flying about of small craft between the fort and other points of the river, and are just now assuming proportions to be seen plainly from the ship, and hundreds of men busily employed upon the works.

Acting Volunteer Lieutenant Kroehl had requested more torpedoes to be brought down from Beaufort, and I had directed Scott to bring them down, but upon receipt of your note yesterday I countermanded the order for the present, for he has a large number already upon the *Monticello*. He also wanted a half-dozen 60-gallon casks filled with powder—all of which I think had better be delayed till you may think it time to use them.

* * * * *

I believe all hands would be disappointed were they to know that proceedings here are deferred (they were looking for you daily) and will be glad to see the admiral's flag flying here. We have been looking on here with a covetous eye to the smooth water and pleasant weather inside of the point at Fort Caswell.

Sincerely, yours,

B. F. SANDS.

Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

We are very thirsty for news of our confirmation by the Senate, and navy news in general.

B. F. S.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding permits for oystermen.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 13, 1863.

GENERAL: Under the conditions of my instructions from the Navy Department I have instructed the commanding officer of the guard vessel off Fortress Monroe to give permits to loyal citizens who will give security not to go up the creeks in or to violate the rules of this blockade to take up oysters in Willoughby's Bay, Elizabeth River below Norfolk, Craney Island Flats, Hampton Bar, and York River below the guard vessel. My instructions necessarily prohibit oystering in Back River, Nansemond River, James River above Newport News, Western

Branch of Elizabeth River, and all the creeks in this blockade. With the last boarding returns from the *Mystic* is your permit to the schooner *Franklin* to ship oysters from Back River to Baltimore. I have called Lieutenant-Commander Arnold's attention to this as being in conflict with his instructions, and I respectfully request that you will not give permits to vessels to ship oysters, except within the limits specified.

I have the honor to be, general, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from the Secretary of the Navy to Major-General Dix, U. S. Army, forwarding extracts of intercepted letter.

NAVY DEPARTMENT. *January 14, 1863.*

SIR: In an intercepted letter, dated Richmond, October 21, 1862, and now in the possession of this Department, occur the following passages, which are forwarded for your information:

Send the letters as follows: Enclose one copy to Hon. James M. Mason, the commissioner for the Confederate States, London, with the request that he forward it to me. Make another copy of your letter and enclose it in an envelope directed to Old Dominion Insurance Company, Richmond, Va. Place these two in an envelope addressed to George W. Day, esq., druggist, Norfolk, Va. In your note to Mr. Day, request him to send the enclosed by some safe hand to the Old Dominion Insurance Company here, and I shall in that way get either the one letter or the other.

D. H. LOUDON.

Under date of October 29, 1862, is added a postscript as follows:

I can add no news of interest to you. Use as thin paper as you can in your enclosures to Mr. Day, so as to attract no attention to the size of the letter.

D. H. LOUDON.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Major-General JOHN A. DIX, U. S. Army,
Commanding Department of Virginia, Old Point Comfort, Va.

Loss of the U. S. S. Columbia, January 14, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Acting Ensign Williams, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 21, 1863.

SIR: I have the honor to enclose herewith a copy of a report by Acting Ensign James S. Williams, late of the U. S. S. *Columbia*, regarding the loss of that vessel off Masonboro Inlet on the 14th instant. He can give no information about the *Columbia's* signal book.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 23, 1863.

SIR: In compliance with your orders, I herewith furnish you a report of the circumstances attending the loss of the U. S. S. *Columbia* on 14th instant.

At 5:30 p. m. of the 14th the ship was headed in for the land, with a man at the lead, intending to anchor in $7\frac{1}{2}$ fathoms of water. Weather mild but hazy. Gradually shoaling our water until 6:30 p. m., when the man in the chains called half seven, upon which the engine was stopped and hands at their stations for anchoring, the commander and executive officer being on the bridge, Acting Master Howell on the fore-castle, and myself upon the quarter-deck. Almost immediately upon stopping the engine white water was discovered ahead, when, upon throwing the lead, I found we had $2\frac{1}{2}$ fathoms, the man in chains calling $7\frac{1}{2}$. Upon seeing white water, the bell was struck to back the engine, but before it could be done the ship was in the breakers, with but 8 feet of water (she drawing 11 feet aft). Every effort was now used to lighten the ship by throwing overboard coal and pig iron, until she swung broadside on the beach, when she begun to thump very hard and roll so as to render it impossible to work to any advantage, and the sea making in fast. At 11:20 p. m. I was ordered to take the gig and (being supplied with signals) to make all haste in reaching one of the vessels off New Inlet, we lying, as near as I could judge, off Masonboro, N. C., and about half a mile from the beach. The sea being very rough on Wednesday night, I made but little headway, and at daylight of the 15th it set in a hard gale from the S. S. W., so that I did not arrive at the nearest vessel (the *Cambridge*) until 4:20 p. m., and reported the case to Captain Parker, who immediately got underway and ran down abreast of the wreck and anchored until daylight of the 16th, when we found the *Penobscot* off the wreck, and also that she had succeeded in taking off about thirty persons, besides Master's Mate Morse and five men who came to her on the 15th in a boat. On the 16th it blew a heavy gale from the S. W., with heavy sea and wind hauling into N. W. in evening. At 8:30 a boat from the wreck came off in charge of Master's Mate Bourne, bringing eight or ten persons and the paymaster's clerk. Mr. Bourne reported to me that the ship had worked in about four times her length and was thumping very hard and that the guns had been spiked and thrown overboard and the foremast cut away, which eased her greatly. At 9 a. m. of 16th the *Cambridge* and *Penobscot* ran in and fired on the shore with their rifled guns until a battery on shore opened on the *Columbia*, which vessel had a white flag flying. Upon the gunboats stopping their fire the batteries ceased, and the wind and sea being very high, so that a boat could not reach the wreck, and the sea making a breach over. About noon a boat was seen to leave the wreck for the shore, and in a short time after a large number of people were seen on the beach, and it was supposed they had landed. At night the wind moderated, and the morning of Saturday it was smooth as a pond and two boats were seen running from the wreck to the shore. At 9 a. m. of 17th the gunboats ran in and opened their fire on the wreck and shore, which was returned by the batteries on the beach. The rebels having possession of the vessel, and before leaving her they bent on our ensign by one corner and ran it up. At 10:30 the gunboats hauled off and anchored and the rebels

boarded the wreck again, and at 3 p. m., or about that hour, she was discovered to be on fire, and at 9 p. m. she was nearly burned out, the fire getting quite dim. At 9:30 p. m. I took passage in *Mount Vernon* for Beaufort, and have proceeded on to here with all possible dispatch. There are now missing twelve officers and about forty men, all of whom I think landed on Friday.

I am, respectfully, your obedient servant,

JAS. S. WILLIAMS,
Acting Ensign.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, late commanding U. S. S. *Columbia*.

C. S. MILITARY PRISON,
Salisbury, N. C., January 21, 1863.

SIR: Before this can reach the Department you will undoubtedly have heard of the wreck of the U. S. S. *Columbia*, off Masonboro Inlet, on the evening of the 14th instant, by which disaster myself, with eleven of my officers, and twenty-eight of her crew were compelled to surrender to the commandant of the Confederate forces at that point, and are now held as prisoners of war, the officers at this place, and the crew, to the best of my knowledge, at Richmond. I am not permitted to give any details of the circumstances of our shipwreck and surrender, but may say the former was the result of no want of prudence or precaution, and the latter an inevitable consequence of the defenseless condition in which we were placed, exposed to the direct fire of two batteries. The following are the names of the officers who are held with me as prisoners here:

Acting Master J. W. Balch, Acting Master E. A. Howell, Acting Ensign E. T. Manter, Acting Master's Mate E. M. Clark, Acting Assistant Surgeon Passmore Treadwell, Acting Assistant Paymaster T. Quincy Hill, Acting First Assistant Engineer George M. Bennet, Acting Second Assistant Engineer W. W. Shipman, Acting Second Assistant Engineer Samuel Lemon, Acting Third Assistant Engineer J. H. Pelton, Acting Third Assistant Engineer W. H. Crawford.

Not one of our number saved from the wreck anything beyond the clothing he had on him at the moment, and we are at present suffering for lack of the means to make ourselves comfortable and preserve our health during this inclement season. I respectfully ask, therefore, that the Department will please send us the following articles, addressing them to the care of Captain Henry McCoy, commanding C. S. Military Prison, Salisbury, N. C., viz:

One dozen pair navy blankets, 1 dozen pair thick cloth pants, 1 dozen pair navy flannel pants, 2 dozen blue flannel shirts, 2 dozen flannel undershirts, 2 dozen woolen drawers, 1 dozen navy cloth jackets, 1 dozen black silk neckerchiefs, 2 dozen coarse towels, 2 dozen pair stout woolen socks, 5 pair stout shoes (No. 9s), 1 pair 10s, 3 pair shoes (No. 8s), 3 pair stout shoes (No. 7s), 1 dozen hair brushes, 1 dozen coarse combs, 1 dozen fine-tooth combs, 1 box castile soap.

I can not close without stating that from the moment we landed up to the present we have been treated with the greatest courtesy and consideration by every officer who has had us in charge, and that

everything has been done which circumstances permitted to alleviate the trials incident to our situation.

Hoping the Department may be enabled to effect our exchange or release on parole at an early day, I have the honor, sir, to remain,

Very respectfully, your obedient servant,

JOS. P. COUTHOUY,

Actg. Vol. Lieutenant, U. S. Navy, Late Comdg. U. S. S. Columbia.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 29, 1863.

SIR: In addition to the statement of Acting Ensign Williams, late of the U. S. S. *Columbia*, regarding the loss of that vessel on the night of the 14th instant, submitted to the Department in my No. 103 of January 24, I beg to enclose herewith a copy of a report (January 17) from Commander Parker, commanding U. S. S. *Cambridge*, on the same subject.

I have written to Captain Sands to prevent, if possible, the rebels from getting the iron plates of which the *Columbia* was built for the purpose of plating their vessels at Wilmington.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CAMBRIDGE,
Off Masonboro Inlet, North Carolina, January 17, 1863—12 m.

SIR: I have to report the loss of the U. S. S. *Columbia*, [Acting] Volunteer Lieutenant Commanding Joseph P. Couthouy. She ran ashore the night of the 14th instant at this station. A boat was sent for our assistance and only reached us after a hard pull through a rough sea of eighteen hours, distance some 20 miles. Upon our arrival I perceived the *Penobscot* at hand. She had just returned from Beaufort to this her station, having been relieved by the *Columbia* for the purpose of coaling. Lieutenant-Commander De Haven had succeeded in rescuing some thirty of her men. We have one ensign and five men belonging to the lost vessel. We returned the fire of the shore batteries, which were opening upon the stranded ship; but the surf was so high and the breakers so heavy I did not deem it safe to send boats to her. The risk was too great.

The *Columbia* is hard and fast, surrounded by shore batteries, and from my observation now in possession of the rebels. At 9 a. m. this day I again stood in—the sea having gone down—in company with the *Penobscot*, and opened fire upon the ship and batteries, and ceased as the carriage of the XI-inch gun of the *Penobscot* was disabled by the recoil of her gun. I shall attempt to burn the *Columbia* to-night. It

is my belief her battery has been thrown overboard. I enclose herewith the report* of Lieutenant-Commander De Haven.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 1, 1863.

SIR: I have the honor to enclose herewith duplicate reports (A) of Lieutenant-Commander J. [E.] De Haven, commanding *Penobscot*, dated January 17, 1863, regarding the loss of the U. S. S. *Columbia* on the night of January 14, accompanied by a copy of a report (B) by Paymaster's Clerk H. H. Fanning, of that vessel, dated January 17, and a list (C) of officers and crew saved from that vessel.

I also enclose duplicate report† (D), No. 6, from Commander W. A. Parker, commanding *Cambridge*, and dated January 17, on the subject, and duplicate report (E), No. 7, from the senior officer, and of same date on the same subject.

My No. 103, of January 24, to the Department, enclosed a copy of the report of Acting Ensign Williams, late of the *Columbia*, on her loss. I have directed that the officers and crew saved from the *Columbia* be distributed among the vessels off Wilmington. There will not, however, be enough of them to supply deficiencies there.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure 1.]

A.

U. S. GUNBOAT PENOBSCOT,
Off New Inlet, N. C., January 17, 1863.

SIR: I have to report that on the morning of the 24th instant at about 10 o'clock, while on my passage from Beaufort to join the fleet off New Inlet, and when about 12 miles distant therefrom, I heard several guns fired inshore, and soon afterwards made a vessel apparently aground.

I immediately stood in for her and made her out to be the U. S. S. *Columbia*, Acting Volunteer Lieutenant Jos. P. Couthouy, ashore in the breakers.

A boat from the *Columbia* boarded me when about a mile off, from the officer of which I learned that the vessel went on shore the evening before and that the guns fired were signals of distress, the vessel being so firmly aground as to render futile all hopes of saving her.

* See next report.

† See p. 425.

I immediately sent back the *Columbia's* boat to board the ship, and one from this vessel to sound the water. It was not considered safe to board the *Columbia*, as the wind was blowing a heavy gale from the south and the surf was very heavy around the vessel, but the pilot finding good water nearly up to where the ship lay, I ran this vessel in within a cable's length of the *Columbia* and anchored in 4 fathoms water. Mr. Jack, executive officer of this vessel, volunteered to pick a boat's crew and go in to the relief of the *Columbia*. I gave him the launch with eleven picked men, who also volunteered, and he went in, but soon sent me back word that he could do nothing more than save the crew, which I ordered him to do as fast as possible. Mr. Jack anchored the launch as near as practicable to the *Columbia* and went in with the *Columbia's* boat and his own crew under the bows of the *Columbia*, where a tremendous surf was running at the time, and took a line from the vessel to the launch, I at the same time signaling to Captain Couthouy to abandon if necessary, which signal was not understood by him—he, I presume, having no telegraphic dictionary. By means of the line from the steamer's bows to the launch, some thirty of the crew were hauled through the surf and saved, but night coming on Captain Couthouy refused to send any more men that night, and the boats were called alongside, with the exception of the launch, which was left in position for recommencing operations in the morning, with the *Columbia's* boat alongside of her for a tender; but about 10 o'clock, the gale still increasing and the *Columbia's* boat having been swamped, the officer in charge of the launch returned on board with that boat.

At 12 the sea ran so high that in order to save my own vessel (I only having one anchor) I deemed it prudent to get underway, and gave the order to heave up the anchor and stand off to sea. At daylight Friday morning we were several miles from the unfortunate steamer, but made for her directly. We were at this time joined by the *Cambridge*, Commander Parker, senior officer off New Inlet, and we stood in together for the *Columbia*, coming to anchor nearly in our old position of the day before. We had no more than got our anchor down before the enemy opened fire on us from the shore with several batteries, every shot going over our deck, which rendered it necessary for us to change our position, firing, however, with one 20-pounder Parrott, the roughness of the sea preventing us from casting loose an XI-inch Dahlgren. The firing from the shore was still kept up, mostly at the *Columbia*, many of their shots penetrating her, which vessel soon hoisted a flag of truce, which was not regarded by the enemy.

At about 10 a. m. the *Columbia* sent a boat through the surf with two officers and five men, with a letter from Captain Couthouy informing me that he was ready to blow up his vessel as soon as his crew could be taken off. This communication I sent on board the *Cambridge* to Captain Parker, but as the gale was still increasing it was not considered prudent by him to send in boats, but to lay by the *Columbia* until the wind moderated, and then to save all we could.

At 12 m. the enemy ceased firing on the *Columbia* and boarded her from the shore, the captain of that vessel having surrendered her.

Nothing was saved from the *Columbia* with the exception of the chronometer and a sextant, which are on board this vessel subject to the orders of yourself or the Navy Department.

On the morning of this date, the weather having moderated, we again went in company with the *Cambridge*, both vessels opening at short range upon the *Columbia*, and driving from her a large number of men

who were probably at work stripping the vessel. A rebel flag was flying over her at the time of the action. Several batteries opened upon us from the shore, many of their shot going over us, but fortunately not hitting us. After firing eleven times with my XI-inch gun, I found that the carriage was split, rendering its further use dangerous to the ship's company, on reporting which to Captain Parker he ordered me to join the fleet off New Inlet and send another vessel to his assistance.

I give you herewith a list of the officers and crew of the *Columbia* who were saved and are now on board this vessel; the others, with the exception of one officer and a boat's crew on board the *Cambridge*, are probably all prisoners.

The gallant manner in which Acting Master Charles E. Jack conducted himself was highly creditable, and I would most respectfully recommend him to the favorable consideration of the Navy Department, as I would also the men who volunteered to accompany him, the following being a list of their names and rates:

Patrick McMahan, captain fore[^{top}], acting cockswain; Henry McDonald, master at arms; James Pike, boatswain's mate; Thomas Brannon, captain fore[^{top}]; Thomas Gibson, quartermaster; Nicholas Flanighan, seaman; John Welsh, captain afterguard; Henry Scott, cockswain; George Easton, seaman; James Parker, seaman; Charles Galaway, landsman.

I also send you the statement of Paymaster's Clerk Henry H. Fanning, relating to the disaster to the *Columbia*.

I have the honor to be, sir, most respectfully, your obedient servant,
 JOSEPH E. DE HAVEN,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Subenclosure.]

B.

U. S. GUNBOAT PENOBSCOT, *January 17, 1863.*

SIR: In obedience to your instructions I herewith submit an account of the loss of the U. S. S. *Columbia*, Joseph P. Couthouy, acting volunteer lieutenant, commanding.

On the afternoon of Wednesday, January 14, we left the fishing grounds and proceeded back to our regular anchorage. About 6 o'clock p. m. Mr. Howell, acting master, in charge of the deck, sent word to the captain, who was in his cabin at dinner, that the man at the lead reported 10 fathoms of water, but that he thought we were too near inshore, as the two houses ashore appeared very near. The captain sent back word to let her run until she was in $7\frac{1}{2}$ fathoms, and not to bring her to anchor before that time.

Immediately after sending said word to the officer of the deck the captain came up from his cabin and stood on the bridge about three minutes, when Mr. Morse, acting master's mate, who was on the fore-castle, sung out, "White water ahead." The captain immediately ordered the engines reversed, but before they were reversed the ship struck and the breakers appeared all around us. After the ship was hard and fast aground the yards were braced around and sails set on the foremast in hopes of getting her bow off; the coal in bags was then thrown overboard, which did not seem to ease her at all. The engines stopped working in about half an hour after she struck, in consequence of the sand getting into the boilers.

About 11 o'clock p. m. a boat was sent in search of the fleet, in charge of Acting Ensign Williams and ten men, as we received no response to our signals, guns, and rockets. At 12 o'clock, the ship continuing to pound and thump very heavily, the foremast was cut away, which eased her very much. At daylight, Thursday, January 15, our small boat, with Acting Ensign Williams, appeared in sight off our starboard bow about 3 miles from the ship. At 10 o'clock a. m. a sail appeared in sight. We immediately commenced firing signal guns, when it bore down to us and proved to be the U. S. gunboat *Penobscot*. We sent a boat out to her in charge of Acting Master's Mate Morse, when she came to anchor very near us, right on the edge of the breakers. At 3 o'clock p. m. the *Penobscot's* boat came under our bows and took a line out to her launch, at anchor between us and the *Penobscot*. We then commenced to send the crew, one by one, out to the launch on a life line. Up to dark we sent 32 men. During Thursday night the wind increased to a gale and the sea made a clear breach over the ship, and she pounded and thumped fearfully. About midnight, the first lieutenant, Acting Master Balch, sent word forward to the men to look out for themselves, as the ship was going to pieces. The men all came aft to the quarter-deck, and some of them lashed themselves to the rigging of the mainmast and some to the stanchions. During the fore part of the night the *Penobscot* made signals to us, which we did not understand. At daylight the *Penobscot* again stood inshore, having put farther out to sea during the night. At 7 o'clock a. m., Friday, January 16, the rebels fired on us from a battery on shore on our starboard quarter, the first shot passing over us within 1 foot of our smoke-stack. On their continuing to fire on us the captain ordered the white flag run up, when they ceased firing. As soon as the *Penobscot* had got well in toward us the captain ordered the American ensign hoisted, union down, and let the white flag still fly, upon which the rebels reopened fire on us from two batteries on shore just astern of us, the shell bursting very near us. The quarter boat was then lowered, and Acting Master's Mate Bourne and seven men, together with myself, put out to the *Penobscot* with a dispatch for the captain, and also carried out the ship's chronometer and sextant. Upon the captain ordering away the quarter boat the paymaster asked permission to go in her, but was refused, as the captain said both the paymaster and his clerk could not go. I being sick at the time, the paymaster allowed me to go in his stead. Up to the time I left the ship she had not made any water or injured herself in any way, except the machinery, which was badly broken. As soon as the rebels commenced firing on us the captain ordered our six 24-pounder howitzers to be spiked with rat-tail files and thrown overboard, which was done. The 30-pounder rifle gun on our fore-castle still remained on board, though I believe spiked. From the time the ship first struck the captain seemed to lose all self-possession, and left everything to his first lieutenant, Acting Master Balch. In conclusion, I would state that it was the general topic of conversation among the officers and men aboard the steamer *Columbia* how nobly and daringly the *Penobscot* came to our assistance during our imminent peril, and had it not been for her not a man on board would have been saved.

Very respectfully, your obedient servant,

HENRY H. FANNING,

Paymaster's Clerk on board the U. S. S. Columbia.

Lieutenant-Commander J. E. DE HAVEN,

Commander U. S. Gunboat Penobscot.

[Enclosure 2.]

C.

List of officers and men saved from the *Columbia* and now on board the *Penobscot*.

Name.	Rate.	Name.	Rate.
Esrom Morso	Master's mate.	Thos. Branighan	Landsman.
E. L. Bourne	Do.	John Kelley	Do.
H. H. Fanning	Paymaster's clerk.	Wm. O. Connor	Do.
John Nico	Quartermaster.	James McGrath	Do.
Henry Mayo	Do.	Wm. K. Wilson	Do.
John Savago, jr.	Quarter gunner	Wm. Stanley	Do.
Francis Williams	Seaman	Thos. Divine	Do.
R. J. Henderson	Do.	Michael H. Fox	Do.
John Green	Do.	George Wood	Do.
Daniel Laughlin	Ordinary seaman.	Andrew Houghton	Do.
John Seeley	Do.	Alonzo McMahan	Do.
Stephen Edgeworth	Do.	James W. Mead	Do.
John McLellan	Do.	William Hans	Do.
Wm. Gosser	Do.	John Cain	Do.
Phillip Clark	Do.	Pat Kelly	Do.
Fredk. S. Davis	Do.	Geo. W. Thompson	Do.
John Reardly	Coal heaver.	John Johnson	Wardroom steward.
Winslow Myers	Do.	John Roberts	Second-class boy.
Chas. Knight	Do.	W. B. Shultz	Do.
Robt. Kennedy	Do.	Sam Weller	First-class boy.
Sylvester Cardwell	Captain's cook.	John W. Gaffney	Do.
A. L. Salter	Second-class fireman.	Geo. Wetherbee	Do.
John Welsh	First-class fireman.		

ADDISON POOL,

Acting Assistant Paymaster [U. S. S.] Penobscot.

[Enclosure 3.]

E.

U. S. S. CAMBRIDGE,

Off Masonboro Inlet, N. C., January 17, 1863—8 p. m.

SIR: The enemy have fired the *Columbia*, or our shells have taken effect. The vessel is now on fire and nearly destroyed. [Lieutenant] Commanding Couthouy and about forty men are on shore.

I send by the *Mount Vernon* Acting Ensign James S. Williams, of the *Columbia*, retaining the five men subject to your order.

I have sent the *Penobscot* to New Inlet to blockade that point, and consequently am unable to send Lieutenant-Commander De Haven's report at this time, being anxious to communicate this intelligence to you without delay.

About forty of the crew, including some of the steerage officers of the *Columbia*, are now on board the *Penobscot*. I would thank you for instructions as to the disposition to be made of these officers and crew.

I have also to report that the three buoys off New Inlet have been successfully laid by this vessel, according to your order to Captain B. F. Sands, dated December 29, 1862, and it is believed that their positions will be found to be accurate, unless tampered with by the enemy. Herewith I enclose the report of Acting Ensign Daniel W. Glenney, who planted the buoys. The last was placed in the daytime upon Sheep Head Rock, and several shots were fired upon the boat from Fort Fisher, but did no harm.

Several new batteries have recently been placed on shore in the vicinity of this inlet (Masonboro).

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding an attempt to destroy the wreck of the U. S. S. *Columbia*.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 11, 1863.

SIR: Commander Macomb, commanding U. S. S. *Genesee*, under date of the 6th instant, off New Inlet, North Carolina, informs me that on the 18th ultimo, while firing at the wreck of the *Columbia* in order to destroy her or drive the rebels away from her, they brought down and masked, under cover of a ridge of sand, their two long-range guns and exchanged fire with the *Genesee*; that again, on the 26th ultimo, while the *Penobscot* was covering one of her boats alongside the wreck, they opened fire upon her and the *Genesee*, which was immediately returned from the two gunboats, with what effect is not known. No damage was done on either occasion by the enemy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, late commanding U. S. S. *Columbia*.

13 WEST CEDAR STREET,
Boston, May 18, 1863.

SIR: It is my painful duty to make report to you of the loss, on the evening of 14th January last, of the U. S. S. *Columbia*, under my command, on the bar of Masonboro Inlet, North Carolina.

My instructions, as verbally given on the morning of that day by Commander Parker, of the U. S. S. *Cambridge*, senior officer of the blockading squadron off New Inlet, were to remain in the offing till it should be dark enough to prevent the rebels from discovering what was my position for the night, and then to run in anywhere along the coast between 4 and 5 miles to the northeastward of Federal Point and Masonboro, anchoring in from 7 to 8 fathoms, at which depth, while beyond the range of their batteries so far as these were known, I should yet be close enough inshore to prevent any craft seeking to run the blockade from slipping past unperceived between it and us.

In accordance with these instructions, shortly before sunset, Federal Point then bearing W.S.W., distant about 12 miles, I headed the *Columbia* inshore on a northwesterly course, intending to take a position some 3 miles from the beach and 4 or 5 to the southward of Masonboro. The wind was tolerably fresh at the time from the southward, and we found afterwards that there was a very strong current setting along-shore to the northeastward, by which, before we struck the supposed desirable depth of water, we were swept nearly 2 leagues to the northward of the point I had selected for an anchorage.

Night came on, moonless and rather obscure overhead, with a mist rising from the water that rendered the coast indistinguishable after dark, but I ran in without any apprehension, relying confidently on the soundings, which shoaled gradually and regularly from 15 fathoms at 5 p. m. to 10 fathoms at a quarter past 6, when, upon a calculation of the course and distance run, and an examination of my charts I judged myself to be a good 5 miles from shore. Going on deck, I saw for

myself that there was a competent leadsman in the chains, directed Acting Ensign James S. Williams, one of the most intelligent and trustworthy of my officers, who was doing duty as sailing master, to stand beside him and watch carefully that the casts were correctly reported, and took the deck, stationing myself on the bridge in company with my executive, Acting Master J. W. Balch, and Master's Mate of the Watch Esrom Morse. The water continued to shoal gradually and regularly to $8\frac{1}{2}$ fathoms, when I gave orders to slow her and prepare to bring ship to anchor. On 8 fathoms being reported, I directed Mr. Balch to come to anchor the moment we struck half seven, and on that depth being called gave the order to stop her and come to at once. At that moment Mr. Balch, who was outboard of me on the bridge looking ahead, turned and said, "There is something, sir, on the starboard bow that looks like white water." I replied, "Back her, Mr. Balch, back her instantly, sir; though it can not be that there is any white water within 2 miles of us with half seven alongside." The bell was rung immediately, and at the same moment the lookout on the forecastle called, "Breakers ahead!" I then sprang from the bridge and shouted down the engine room the order, "Back her, quick; there is a shoal ahead!" The order was promptly obeyed, but before the action of the propeller could be reversed the vessel took the ground at 6:25 and in another moment was in the surf striking heavily with only 8 feet water under her bows and 9 to 10 along the waist and quarter, while her draft was 9 feet 3 inches forward and 11 [feet] 4 [inches] aft.

It was my first impression that the disaster was owing to the leadsman's having, through a mistake of the marks, called the wrong soundings; but on subsequent reflection, in view of their gradual and normal decrease as we came in, and also of the assurances of Mr. Williams, in whose care and vigilance I had every reason to place entire confidence, I became fully satisfied that it was to be attributed to our having unfortunately struck into one of those narrow gullies or swashes frequently found, as I have since been informed, off the barred inlets of our Southern coast, which, terminating in a *cul de sac*, not seldom carry their deep water up to the very face of the reef, and of which the following day we could clearly distinguish three or four within a mile of our position.

Every possible exertion was made, with steam and canvas and by lightening her of her coal, to extricate her from her perilous situation, but it was soon too apparent that our utmost endeavors were fruitless.

The injection pipes were quickly choked with sand, the water in the boilers was soon exhausted, and a few minutes before 8, Mr. Bennet, the chief engineer, reported that it was impossible to get any more work out of the engines.

Not one of the boats was capable of carrying out an anchor, and, had it been otherwise, the attempt to run one out, with a crew so utterly green as ours, could have had no other result than the loss of everyone engaged in it. Our only chance, and that a very doubtful one, of ever getting the *Columbia* afloat again evidently lay in obtaining assistance from the squadron off New Inlet. Signal guns were fired, rockets sent up, and Coston's night signals burned at intervals for the next two hours to attract the attention of our consorts, but to no purpose. We had been set, as the event proved, too far to leeward to be heard or seen by any of them. Accordingly, I dispatched Acting Ensign Williams in the gig, with a picked double crew of ten men, with orders to make the best of his way to the *Cambridge* and inform Captain Parker of our disaster. But, owing to the great strength of the northerly current and the heavy gale of the next night, he was unable to reach

the *Cambridge* till the morning of the 16th, when it was too late for her to be of any service in getting the ship off, as by that time she had bilged and the tide was flowing through all her compartments.

Toward midnight the surf increased a good deal, and she struck so heavily that it became necessary to cut away the foremast to ease her. The starboard anchor was let go and chain veered as her head fell off seaward to check her from paying round so as to present her broadside to the rollers. With daylight on the 15th it became apparent that the position of the vessel was a hopeless one. Her seams were fast opening; she had worked so far onto the bar and the sand had silted up under her bows and on the seaward side of her so high, that even had she continued tight it would have been next to an impossibility to heave or tow her off, though lightened to a swept hold. She was lying (heeled over about three strakes at high water) near the middle of the seaward or eastern edge of a crescent-shaped chain of breakers that stretched some three-fourths of a mile N. N. E. and S. S. W., and made out irregularly to about the same distance from the low sandy beach.

We had, obviously, no longer anything to hope beyond our rescue from the wreck and being able, before abandoning, to destroy it so effectually as to prevent the rebels deriving any advantage from it.

During the latter part of the forenoon, the U. S. S. *Penobscot*, Lieutenant De Haven commanding, made her appearance in the offing, and, after our firing several guns to attract her attention, ran in, and, anchoring as near us as was prudent, promptly proceeded, in compliance with my request (sent him by Master's Mate E. Morse, who, at considerable peril, succeeded in getting through the surf with one of our boats), to send his launch and another boat to our assistance and take the crew off the wreck by means of a surf line. Such, however, was the swell on the edge of the rollers and the conflicting force of the current and undertow, that spite of the strenuous and unremitting exertions of all in the boats, it was nigh 4 p. m. before they could be got into position to operate. The night setting in dark and stormy, with the surf growing every moment heavier, after having hauled thirty of our men for more than a hundred yards through the rollers in safety to the boats (the signals for the last three or four being made by lanterns), the officer in charge hailed, not to send any more, as the risk of the men being drowned in the transit had become too great. Soon after this the wind increased to a gale from S. W., and the launch, which, with our boat for tender, had remained at her moorings in readiness to resume operations in the morning, was compelled to return to the *Penobscot*. Toward midnight it blew furiously, with torrents of rain and a great surf tumbling in, and the *Penobscot* was herself forced, for her own safety, to get underway and steam to sea. Our situation through this tempestuous night was one of considerable peril, and for several hours it appeared questionable whether morning would find us all still upon the wreck and in life. The surf broke with great violence on her starboard bow, forcing (in spite of both anchors being down with 30 fathoms of chain trending to the S. W.) her head gradually round to the eastward, so as to bring her nearly broadside to the rollers and cause her to strike with terrific force along the whole line of her length, and gradually settle on her starboard bilge with her deck facing the sea that began to break over it in a very menacing fashion. To keep her as much as possible on even keel, all the howitzers were got over and lashed in the port waist, and everything movable of weight, above or below decks, trimmed on the same side. About 2 a. m. a great sea struck her with such force as to part both chains in the hawse, and the danger of her falling over

seemed imminent. All hands were mustered aft, and a couple of fathoms of ratline served out to each man to lash himself with at need, when, providentially, the wind suddenly shifted to the N. W. and blew with equal violence directly offshore, after which, her head being to S. E., she lay much easier. By this time the water in her was up to the berth deck, and all the lower portion of the magazine was flooded.

At daylight, on Friday, 16th, there was nothing in sight seaward, but as soon as objects could be distinguished on shore the rebels opened a sharp and well-directed fire with shell on the wreck from two batteries, which we afterwards learned had been mounted with guns brought the day previous from Fort Fisher. One of these, a 30-pounder Parrott, was about 2 miles inland and directly astern; the other, a Whitworth 20-pounder, was on a knoll near the beach, some 2½ miles S. W. of us. Half an hour later two 6-pounder fieldpieces also opened on us astern with solid shot from behind a sand ridge, a short distance back of the beach. These latter all fell short, but the shell from both the others passed directly over the wreck just above our heads, or exploded within a few yards on either side of her. Seeing that a surrender was inevitable under the circumstances, the position and condition of the ship being such as to render her guns useless, I ordered the six 24-pounder howitzers to be spiked and thrown overboard, with their equipments, the carriages being first cut to pieces so as to render them unserviceable in case of their drifting on shore, and after the batteries had fired some time, a white flag was run up at the peak, with our ensign union down below it at half-mast, in token of our inability to offer any resistance. The rebels paid no regard to this, but kept up their fire as before, and, later in the forenoon, the *Penobscot* making her appearance in the offing, standing in for us, I hauled down the white flag and sent a boat off to her in charge of Master's Mate E. L. Bourne, with the chronometer and sextant, and a note to Captain De Haven, informing him that we were lying under the direct fire of two rebel batteries, which had got our range very accurately; that I had spiked my guns and made every preparation to blow up the vessel on leaving her; that it was then comparatively smooth under our lee, and if his boats were sent in at once they could take us all off with little difficulty, whereas an hour or two later the surf would make so heavily again with the flood tide as to render this impracticable. Our boat got safely through the breakers, though she was several times near being swamped, owing to the inexperience of her crew, and I confidently anticipated that Captain De Haven would immediately send in his boats to our rescue. But before Mr. Bourne could reach the *Penobscot*, which had by this time anchored a mile or so outside of us, the *Cambridge* came up, followed by the *Genesee*, and after communication with her, the *Penobscot* hove up and steamed out with the others some 2 or 3 miles, when they commenced firing at the batteries at long range. On this the latter redoubled their fire on the *Columbia*, spite of the ensign flying union down in her main rigging, which was cut in several places by their shell. By 10 o'clock the surf was tumbling in so heavily again outside of us that no boats could have gotten through it to our relief had the attempt to send them been made, and regarding it as my duty not to hazard longer, to no purpose, the lives of my remaining officers and men, I gave orders to spike the Parrott, drown the powder in the magazine, and run up a white flag at the peak, in token of surrender. The rebels persisted in firing upon us for nearly an hour longer, till I sent Acting Ensign Manter ashore in our only remaining boat with a flag of truce to enquire the meaning of their keeping up a fire after our surrender, when they ceased and showed an answering flag of truce,

alleging that they had not previously seen our white flag. On the batteries ceasing their fire, the gunboats in the offing ceased theirs also, and soon afterwards the *Penobscot* and *Genesee* steamed away in the direction of New Inlet.

At 2.30 p. m. our boat returned without Mr. Manter, bringing a verbal message from Colonel Lamb, commanding the Whitworth battery, requiring myself and as many of my officers as the boat could take to come on shore immediately and report at his quarters.

Accordingly, at 3 p. m., I left the ship, in company with half a dozen of my officers, having previously thrown overboard all the Costons and other night signals and destroyed all the United States and squadron signal books and instructions in my charge, by burning them to ashes in the presence of Acting Master J. W. Balch, Acting Assistant Surgeon P. Treadwell, and Acting Assistant Paymaster T. Q. Hill, as set forth in their certificate to that effect, which will be found appended to this report. On reaching the shore I was met by a mounted field officer with his staff, who announced himself as Colonel Wilson, of the Georgia brigade, stationed near Masonboro, and senior officer of the post, to whom I formally surrendered the *Columbia* and myself with my remaining officers and crew as prisoners of war. We were courteously treated by Colonel Wilson, who returned our side arms and expressed regret and mortification at the batteries having kept up their fire so long after we showed a white flag.

Night set in before all the officers and crew could be got on shore, and I was taken to a house a short league inland, remaining there until the next afternoon (17th), when we were all carried to Wilmington. Early on the morning of 17th the *Cambridge* and *Penobscot* again opened fire, the former engaging the batteries at long range, as before, the latter running in nearer and shelling the wreck, which was struck several times, to the imminent peril of several of our officers and men who were still on board, and narrowly escaped being swamped in escaping to the shore. Several shells from the *Penobscot* also struck the beach and exploded within a few feet of where the rest of our men were drawn up, they being apparently mistaken for rebels by those on board the gunboat. Fortunately, though this treatment at the hands of our friends caused no small surprise and consternation, no one was actually injured.

On arriving at Wilmington the officers—who with myself had saved only what we had on—were deprived of their side arms, which were not after returned, and at 2 a. m. of the 18th we were (without food or fire, though the night was intensely cold) put into a dilapidated car for Goldsboro, where we arrived at 9, famished and thoroughly exhausted. From this point the petty officers and crew, twenty-eight in number, were sent forward to Richmond, Va., while my officers and I were ordered to the military prison at Salisbury, N. C., which we reached on the morning of the 19th. During our stay here we suffered only a nominal imprisonment, having the free range, on parole, of the garrison yard, an enclosure of 15 acres; were comfortably lodged; furnished with fuel *ad libitum*. Our rations, though insufficient and of a very poor quality of bread and bacon mainly, were the same as those served out to their own men. There was no restraint upon our purchasing outside, and our treatment throughout by all the officers of the garrison was, I feel bound in justice to say, entirely courteous and considerate.

We remained at Salisbury till March 26, when we left for Richmond, with the understanding that we were all exchanged. Owing, however, to some disagreement between the commissioners we remained (with

the exception of Acting Assistant Surgeon P. Treadwell, who was paroled as a noncombatant and sent home on 31st) in close confinement at the Libby Prison from 28th of that month to the 5th of the present, when we were sent North for exchange by flag-of-truce boat *State of Maine*, and reaching Washington, via Annapolis, on the evening of the 7th, had the honor to report in person to the Department on the following morning.

The names and rank of the officers who were made prisoners with me are as follows:*

I can not close this long report without earnestly commending to the favorable consideration of the Department Acting Master J. W. Balch, of whose conduct during the time he was under my command, both on board the *Columbia* and while a prisoner in the South, it would be difficult to say too much in praise. It fully justified the high terms of appreciation in which he was spoken of by his former commander, Captain J. R. Goldsborough, with whom, prior to joining the *Columbia*, he served for more than a twelve-month on the U. S. S. *Florida*. A thorough seaman, a good disciplinarian, intelligent, zealous, and energetic; cool and self-possessed in danger; fertile of expedients in emergencies, and loyal to the core, I take leave respectfully to express my conviction that the interests of the service would be advanced by the promotion of Mr. Balch to a command.

Acting Ensign E. T. Manter and Acting Master's Mate E. M. Clark are also entitled to honorable mention for their cool and efficient conduct at the time of our shipwreck and for their loyal and irreproachable behavior while prisoners and surrounded by the most pernicious influences and examples of an opposite character. They both well deserve, and I am satisfied would fill with advantage to the country and credit to themselves, a higher than their present grade in the volunteer naval service.

Of the remainder of the officers who were imprisoned with me I regret that my duty compels me to speak in very different terms. Their deportment while prisoners was, without exception, in a high degree, insubordinate and discreditable. Acting Master E. A. Howell, Acting Assistant Paymaster T. Q. Hill, Acting Assistant Surgeon P. Treadwell, Acting First Assistant Engineer G. M. Bennet, and Acting Third Assistant Engineers J. H. Pelton and W. H. Crawford, especially, by their entire disregard of all the regulations and discipline of the service; by their vituperative language in the hearing of our enemies, in reference to the President of the United States and the policy of his administration, and their insolent and mutinous bearing under my reproof of the same; by their affiliation and constant fellowship with the rebel officers at Salisbury and their communication with rebel functionaries on the subject of their capture and detention, without my knowledge and in defiance of my express prohibition; by their habitual and excessive indulgence in spirituous liquors, after having solemnly pledged their word of honor as officers and gentlemen not to use any so long as they remained prisoners in the South—in my judgment disgraced the uniform they wore and showed themselves wholly unworthy to fill the situations to which they had been appointed in the United States naval service.

It affords me pleasure to state that the crew, although most of them were landsmen, totally unaccustomed to the discipline or the dangers of the service, manifested no fear either in the perils of the storm or under the fire of the enemy, but obeyed all orders as promptly as their

* See p. 424.

degree of intelligence permitted, and behaved in a very praiseworthy manner from the moment the vessel struck until that of our separation from them at Goldsboro.

In conclusion, I respectfully request that the Department may be pleased to order, as early as the exigencies of the public service will permit, a court of enquiry to examine into the circumstances connected with the loss of the *Columbia*, when I trust it will be shown that the disaster was not owing to any want of vigilance or other neglect of duty on my part, and meanwhile have the honor to subscribe myself, with great respect,

Your very obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, U. S. Navy.

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

[Subenclosure.]

We, the undersigned, do hereby declare and certify that on the morning of Friday, the 16th day of January last, Acting Volunteer Lieutenant Joseph P. Couthouy, commanding U. S. S. *Columbia*, then stranded and a total wreck on a bar off Wrightsville, near Masonboro Inlet, on the coast of North Carolina, did, in view of her surrender to the Confederate forces stationed at that point being unavoidable, formally and officially direct and require us to witness and take note of his destruction (in conformity to the requirements of the Navy Department in such an exigency, and in order to prevent their falling into the hands of the enemies of the United States) of all the signal books and squadron signal directions in his charge on board said steamer, and did thereupon, in our presence, at once proceed to destroy, and did entirely and effectually destroy, all the said signal books and directions, to wit:

One copy of the U. S. Navy Signal Code, having Acting Rear-Admiral S. P. Lee's new code for Coston's night signals pasted therein; one copy of U. S. Boat and Flotilla Signal Code; one copy each of Rogers' Commercial Code of Signals and Rogers' List of Registered Vessels, the latter containing a list of the vessels composing the Navy of the United States, with their respective distinguishing letters; and copy of the U. S. Night Signals and Distinguishing Lights of the squadron blockading off Wilmington, N. C., by reducing the same to ashes in the cabin stove, specifying the title and character of each as it was consumed.

In testimony whereof and for a record of the facts in the event of our being, by any casualty, incapacitated from testifying to them orally at any future period, should such evidence be needed, we hereunto, in accordance with the regulations of the service, at the call of the said Acting Volunteer Lieutenant Joseph P. Couthouy, set our hands this Monday, the 23d day of March, 1863, at the so-called Confederate States military prison, Salisbury, N. C.

J. W. BALCH,
Actg. Master and Executive Officer of late U. S. S. Columbia.

T. QUINCY HILL,
Acting Assistant Paymaster.

PASSMORE TREADWELL,
Acting Assistant Surgeon.

I hereby certify the within to be a true and literal copy of the original in my possession.

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, U. S. Navy.

Report of Rear-Admiral Lee, U. S. Navy, giving stations of vessels of North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 15, 1863.

SIR: I respectfully submit the following statement of the present disposition of vessels attached to the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
Minnesota.....	Off Newport News.....	Flagship.
Patuxco.....	do.....	Ironclad.
Galena.....	do.....	Do.
Pawnee.....	do.....	
Lodona.....	do.....	
Commodore Barney.....	do.....	Pickets, alternately.
Commodore Morris.....	do.....	
Philadelphia.....	do.....	Dispatch boat.
Young America.....	do.....	Pickets, alternately.
Zouave.....	do.....	
Brandywine.....	Hampton Roads.....	Storeship.
Charles Phelps.....	do.....	Do.
Ben Morgan.....	do.....	Ordnance vessel.
Roman.....	do.....	Do.
Mount Washington.....	do.....	Dispatch boat.
Mystic.....	do.....	Guard boat.
Cohasset.....	do.....	Guard tender.
Mahaska.....	York River and Chesapeake Bay.....	
Crusader.....	do.....	
General Putnam.....	do.....	
Stepping Stones.....	Nansemond River.....	Guard vessel.
Whitehead.....	do.....	Received orders to-day for sounds of North Carolina.
Hetzol.....	Sounds of North Carolina (according to report of January 1). ..	At New Berne, N. C.
Hunchback.....	do.....	Do.
Delaware.....	do.....	Do.
Shawsheen.....	do.....	Do.
Seymour.....	do.....	Do.
Louisiana.....	do.....	At Washington, N. C.
Commodore Hull.....	do.....	Do.
Commodore Perry.....	do.....	Plymouth, N. C.
Southfield.....	do.....	Do.
Underwriter.....	do.....	Do.
Valley City.....	do.....	Do.
Lockwood.....	do.....	Do.
Henry Brinker.....	do.....	Guard at Hatteras Inlet.
Granite.....	do.....	Guard at Ocracoke Inlet.
Wyandotte.....	Norfolk, Va.....	Guard vessel.
Morse.....	do.....	At navy yard.
Alert.....	do.....	Tug.
State of Georgia.....	Baltimore, Md.....	Repairing.
Ceres.....	do.....	Do.
Dacotah.....	Off Wilmington and the neighboring coast.....	
Maratanza.....	do.....	
Mount Vernon.....	do.....	
Miami.....	do.....	
Cambridge.....	do.....	
Monticello.....	do.....	
Victoria.....	do.....	
Matthew Vassar.....	do.....	
Genesee.....	do.....	
Columbia.....	do.....	
William Bacon.....	do.....	
Chocura.....	do.....	
Penobscot.....	do.....	
Daylight.....	do.....	
Arletta.....	do.....	
William Badger.....	Beaufort, N. C.....	Store vessel.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Murray, U. S. Navy, regarding the movements of United States vessels in the sounds of North Carolina.

U. S. S. HETZEL,
Off New Berne, N. C., January 15, 1863.

SIR: I have the honor to submit the following report of the movement of the United States naval vessels in these sounds for the fortnight ending at date, viz:

The *Hetzel* and *Hunchback* have remained unmoved at their stations off New Berne.

January 5, the *Lockwood* returned from Plymouth.

January 6, the *Shawsheen* proceeded to Plymouth with the mails and the coal schooner *Gilbert Greene*.

January 8, the *Seymour* proceeded to Hatteras Inlet with dispatches and the mail for the *Brinker* and with orders to call at Washington, N. C., and tow to this place the schooner *Minnehaha* in case he should not meet her on the way.

January 9, the *Shawsheen* returned from Plymouth.

January 11, the *Seymour* returned from Hatteras Inlet.

January 13, the *Delaware* left her anchorage off New Berne, with orders to proceed to Beaufort, N. C.; thence, should the weather permit, down the coast of this State for the purpose of examining certain inlets and harbors indicated on the chart accompanying the instructions.

January 13, the *Shawsheen* proceeded to Hatteras Inlet to relieve temporarily the *Brinker*.

January 15, the *Brinker* arrived at New Berne for coal and supplies.

The *Commodore Perry*, *Southfield*, *Valley City*, and *Underwriter* have been employed in the defense of Plymouth and in operations on the Chowan River.

The *Louisiana* and *Commodore Hull* have remained at their stations off Washington, N. C.

The *Brinker* has been employed as guard vessel at Hatteras Inlet.

The *Granite* has been employed as guard vessel at Ocracoke Inlet.

The following is the disposition of the United States naval vessels in these sounds at date, viz:

At New Berne, the *Hetzel*, *Hunchback*, *Lockwood*, *Seymour*, and *Brinker*.

At Plymouth, the *Commodore Perry*, *Southfield*, *Valley City*, and *Underwriter*.

At Washington, the *Louisiana* and *Commodore Hull*.

At Hatteras Inlet, the *Shawsheen*.

At Ocracoke Inlet, the *Granite*.

At Beaufort, N. C., the *Delaware*.

I am, etc.,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. Whitehead, to proceed to New Berne, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 15, 1863.

SIR: Proceed to New Berne, N. C., with the *Whitehead* under your command, and report to Commander Murray, senior officer there, for

duty in the sounds of North Carolina. You can exercise your own discretion whether to go by way of the canals or by way of Hatteras. If the former, take in no more than enough coal to take you to your destination; if the latter, take on board as much coal as you safely can, and select good weather for making the passage. The commanding officer of the *Brandywine* has orders to fill up your requisition for men, including two firemen. Receive no men without accounts (and descriptive lists), except those of the *Ceres*, whose accounts are in the sounds.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant C. A. FRENCH, U. S. Navy,
Commanding U. S. S. Whitehead.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of intercepted Confederate communications.

NAVY DEPARTMENT, *January 15, 1863.*

SIR: I transmit herewith for your information a copy of an intercepted letter, dated, "Bureau of Ordnance and Hydrography, Richmond, October 27, 1862," and addressed to Hon. S. R. Mallory, Secretary of the Navy of the so-called Confederate States; also copy of instructions, no date, relative to the harbor and anchorage of Little River, near the boundary of North and South Carolina, signed by Major A[llan] B. Magruder, Wilmington, N. C.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

[Enclosures.]

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Navy Department, Richmond, October 27, 1862.

SIR: In obedience to orders received I have examined such records and charts in possession of this office relative to ports on the coast of North Carolina and beg to present the following report:

The coast of North Carolina—more especially the parts not in possession of the enemy—presents an almost unbroken front of inhospitable barren sands. With the exception of Cape Fear River entrances, there is no port known to navigators north of Georgetown, S. C.

From a report of Major H. Prince, U. S. Army, furnished to the U. S. Coast Survey in 1853, the following extract may be of interest:

From Cape Fear River to North and South Carolina boundary extends a sound, separated from the ocean by a narrow strip of sand hills. Into this sound are several inlets, of which the principal are Lockwood's Folly, Shallotte, Tubb's, and Little River. These were found to have from 6 to 9 feet of water in them, with practical entrances and good anchorages. The rivers in this section are mostly serpentine creeks, winding through marshes and swamps, thickly covered with growth of black gum, pine, etc.

A sketch of the topography from Cape Fear to Little River Inlet is appended, and is derived from Coast Survey Report, 1853, page 55. The entire work being only a reconnoissance and upon a very limited scale, it could [not] be enlarged with any degree of accuracy.

North of Cape Fear River entrances no inlets can be found which would allow a vessel of very light draft to enter port without imminent danger.

The bar of Georgetown, S. C., is, like the Southern bars in general, subject to constant changes.

No charts which would enable a ship to enter port safely without local assistance could be furnished.

The information desired by Mr. Sanders applies more especially to the inlets south of Cape Fear, and I have endeavored to furnish all the data which can be procured.

I am, very respectfully, your obedient servant,

CHARLES J. OST.

Hon. S. R. MALLORY,
Secretary of the Navy.

Run into the mouth of Little River, a small stream of — feet water, near the boundary line of North and South Carolina, emptying into the Atlantic about 30 or 40 miles below Cape Fear. It is not down on the charts nor on the coast survey, and its existence even—certainly its harbor and anchorage ground—is hardly known to any Yankee. Communications from a little village or post-office called Little River, about 4 or 5 miles from the mouth, are readily had with the interior by country roads, etc., with Charleston and Wilmington. A pilot can be had at Wilmington to meet and bring in vessels from the coast, and rosin and turpentine in any quantity can be procured for return cargo; also cotton, lumber, etc.

Address:

Major A. B. MAGRUDER,
Care General Rains, Wilmington, N. C.

[Telegram.]

NEWPORT NEWS, *January 16, 1863—6 p. m.*
(Received at Washington 8:45 p. m.)

No newspapers from flag of truce just down. Rebels reported concentrating a large force on Blackwater to attack Suffolk. Their Congress met Monday. Their President proposes to give up captured officers to governors to deal with, thus breaking the cartel. Southerly gale last night and this forenoon. The trading interest is intriguing for a change of naval administration in the sounds.

S. P. LEE,
Acting Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding a cooperative expedition in York River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 16, 1863.

SIR: I respectfully forward herewith a copy of a letter from Commander F. A. Parker, dated the 14th, reporting the results of the

naval cooperation with a movement of Major-General Keyes on the 13th in the neighborhood of West Point, York River.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MAHASKA,

Off Yorktown, Va., January 11, 1863.

SIR: I have the honor to inform you that at the request of Major-General Keyes I proceeded yesterday morning to West Point to cover the landing of a body of infantry who were dispatched a few miles into the interior in search of cattle. Acting Ensign Black, of this vessel, accompanied the expedition with a howitzer and thirty seamen. At sunset the party came in, bringing a number of beeves, when I returned to this anchorage.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of letter from Major-General Keyes, U. S. Army, commending the conduct of Commander Parker, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., January 16, 1863.

SIR: It gives me pleasure and satisfaction to enclose herewith a copy of a letter of January 14, from Major-General E. D. Keyes, commanding at Yorktown, Va., commending the enterprise and discretion of Commander Foxhall A. Parker, commanding U. S. S. *Mahaska*, and calling attention to the admirable manner in which he has carried on his duties as senior naval officer in that neighborhood.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS FOURTH ARMY CORPS,

Office of the Commanding General,

Yorktown, Va., January 14, 1863.

SIR: In the course of my service here my attention has been necessarily called on many occasions to the manner in which the gunboats on York River cooperate with the land forces. I have particularly noticed the admirable manner in which Captain Foxhall A. Parker has exercised his office of immediate commander of the naval forces in this

neighborhood. That officer certainly combines in his character caution and enterprise in a remarkable degree, and I trust I do not infringe any rule of service when I solicit for him a full measure of your confidence and such an amount of discretion in the discharge of his duties as will enable him to act in concert with me, as is often necessary, at a moment's notice.

I remain, with high respect, your most obedient servant,
 E. D. KEYES,
Major-General.

Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Abstract log of the U. S. S. Mahaska, January 13, 1863.

January 13, 1863.—At 7 a. m. steamer *Winnissiment* came alongside and took on board 12-pounder howitzer, with Mr. Black and twenty men from this ship and twelve men and acting master's mate from the *Putnam*. Steamer *Winnissiment* proceeded to Gloucester Point and took on board a body of infantry. At 9:30 steamer *Winnissiment* went up river with a body of infantry and Mr. Black and party. At 10 a. m. General Keyes and party came on board. At 10:10 a. m. got underway and proceeded up York River. At 1 p. m. arrived at West Point and made fast to the wharf; landed marines as pickets. At 1:15 steamer *Winnissiment* came up and made fast to the wharf, from which landed howitzer and men under command of Mr. Black; also landed the troops, who proceeded up the river shore on an expedition. Saw about fifty of the enemy's cavalry opposite West Point. At 4 p. m. the expedition that landed from the *Winnissiment* returned with 37 head of cattle. At 4:30 p. m. marines came on board, cast off, and proceeded slowly down the river, preceded by the *Winnissiment*. At 8:10 p. m. came to anchor off Yorktown. General Keyes and party left the ship. Sent officer and men belonging to the *Putnam* on board their vessel.

Letter from the commandant navy yard, Norfolk, to Acting Rear-Admiral Lee, U. S. Navy, regarding an expected raid upon that place.

U. S. NAVY YARD, NORFOLK, *January 16, 1863.*

SIR: General Viele sent me a message last evening that there was much excitement in Norfolk in expectation of a raid upon the place by the enemy; that he had taken precautions and would advise me to have any gunboats at my command in readiness.

What foundation there was for the above I know not, but I did know that there were two gunboats at this yard unable to move, and might be easily burned by a successful enemy. The *Morse* was preparing to remove her piston to repair and no steam up. The *Young Rover* has no propeller. I therefore ordered them to be hauled into the stream, so that they could not be boarded and could use their guns effectively.

It seems to me that the most effective way of protecting this place and to repel the enemy is by active gunboats in the channel from the hospital to the upper part of this yard, say three, stationed in the channel at the above-mentioned places.

The force of marines here is too small to protect every part of this yard against an enemy in force. They might keep them at bay long enough to give the gunboats time to act efficiently.

I merely state the facts as they have occurred here, without offering any advice, but merely to give you all the information I have on the subject.

I have ordered the *Morse* to replace her piston again and keep up steam until the excitement is over, or until I get another vessel here to aid the helpless one.

The *Young Rover* will be ready to leave here early next week in all things except her propeller, windlass, and capstan, but will have the means of working her cables.

Very respectfully, your obedient servant,

J. W. LIVINGSTON,

Commodore, Commanding Naval Station, Norfolk, Va.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., January 16, 1863—10 p. m.

Do not leave Yorktown until further orders. Keep a bright lookout for the enemy.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander FOXHALL A. PARKER,

Commanding U. S. S. Mahaska, Yorktown, Va.

Report of Commander Murray, U. S. Navy, acknowledging receipt of letters from Acting Rear-Admiral Lee.

U. S. S. HETZEL,

Off New Berne, N. C., January 16, 1863.

SIR: Your letters of the 10th instant, enclosing additions to be made to the signal books; of the 11th instant, enclosing copies of telegrams from Richmond papers in relation to the capture of the *Harriet Lane*, and of the 13th instant, directing that if the *Miami* has left behind a 1X-inch gun, not otherwise appropriated, it be given to the *Southfield*, have been received.

The commanding officer of the *Miami* did not transfer any part of her armament to the *Commodore Hull*, for the reason that the latter vessel could not, in the opinion of Acting Master Saltonstall, sustain any additional weight. The *Miami* is now at Beaufort, N. C., with her full armament on board.

I will send the *Alice L. Webb* North for condemnation as soon as I have men to spare for a prize crew.

I am, etc.,

A. MURRAY,

Commander, etc.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Commander Murray, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, enjoining vigilance in view of the capture of the U. S. S. Harriet Lane.

U. S. S. HETZEL,
Off New Berne, N. C., January 16, 1863.

SIR: With reference to the enclosed copies of telegrams in relation to the recent capture of the *Harriet Lane*, the acting rear-admiral directs "that every possible professional arrangement and effort be made to prevent any of the public vessels in the sounds of North Carolina from being captured by the enemy."

Show the enclosed to the commanding officers of the *Southfield*, *Valley City*, and *Underwriter*, and urge upon them the necessity of untiring vigilance.

Very respectfully, etc.,

A. MURRAY,
Commander, etc.

Lieutenant-Commander C. W. FLUSSER, U. S. Navy,
Commanding U. S. S. *Commodore Perry*.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting that the number of vessels on the North Carolina coast be not diminished.

U. S. FLAGSHIP, MINNESOTA,
Newport News, Va., January 17, 1863.

SIR: I beg leave to remark in connection with the list of vessels on the blockade of the North Carolina coast sent to the Department yesterday, that, considering the character and condition of the vessels, repairs needed, distance of coal station, extent of coast and number of inlets, etc., the number should not be diminished.

I have given orders to keep the southern limit of the blockade with great care.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major-General Dix, U. S. Army, regarding cooperation in view of the reported activity of the enemy above Yorktown.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 17, 1863.

SIR: I transmit enclosed a copy of a letter (A) from General Dix, brought off by his aid last night, and a copy (B) of my reply and of my orders to Lieutenant-Commander Gillis (C).

I expect that additional naval force will soon be asked for by the Army for Yorktown.

Of course, the mouth of James River is the most important position in this vicinity in a naval point of view.

I thank the Department for detailing the *Troquois*. When she comes, which I hope will be quickly, I will have the *Dacotah* at Norfolk, where Captain Sands will be needed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—1 p. m., Commander Parker telegraphs that there is no enemy in the vicinity of Yorktown.

S. P. LEE,

Acting Rear-Admiral.

[Enclosures.]

A.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, January 16, 1863,

ADMIRAL: There are indications of activity on the part of the enemy above Yorktown and also on the Blackwater. General Pryor has crossed the river and is 7 miles on this side. I am so weakened by reenforcing General Foster in North Carolina, that I can only act on the defensive. There are rumors in Norfolk of a raid from the direction of the Dismal Swamp, and General Peck telegraphs me this evening that our pickets have been fired on between Suffolk and Deep Creek. General Viele is very anxious to have a small gunboat, or, as he says, an additional small gunboat sent up, to remain near the drawbridge, that he may look after the threatened raid in other directions.

You will oblige me if you can comply with his request. The secessionists in Norfolk have been in high spirits for several days, and we hear in many quarters that some movement against us is intended.

I am, very respectfully, your obedient servant,

JOHN A. DIX,

Major-General.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

B.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 16, 1863—10 p. m.

GENERAL: I have sent another gunboat to Norfolk and have no additional gunboat to spare for that or any other quarter.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fort Monroe, Va.

C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 16, 1863.

SIR: Proceed to Norfolk and take charge of the gunboats there for the defense of the navy yard, navy hospital, and Norfolk. Lieutenant-Commander Babcock, in the *Morse*, Acting Master Wright, in the

Wyandotte, Acting Master Studley, in the *Young Rover*, Pilot Cox, in the tug *Alert*, are there and will be subject to your orders.

The *Young Rover* has no steam and the *Alert* is repairing. Put yourself in communication with Commodore Livingston and General Viele.

Either the *Morse* or *Commodore Morris* must take a station off the town to command the drawbridge. Let it be the *Morse*, if she is in working order and can use her steam; then you look to the yard; but if the *Morse* is not in working order you must guard the drawbridge and let the *Morse* lay off the yard until she is ready with her machinery. Select a station for the *Wyandotte* where she can be most useful when her guns are needed, but let her carry on guard duty until then. I suppose General Viele will look out for the ferryboats.

Send down a messenger by the morning boat (every morning for the present) to bring me a written report from you of the situation.

Enquire in the morning about the *Whitehead* and let me know what you hear of her.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,

Commanding U. S. S. Commodore Morris, Newport News, Va.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding affairs in the vicinity of Plymouth, N. C.

U. S. S. COMMODORE PERRY,

Plymouth, N. C., January 17, 1863—11:30 p. m.

SIR: I wrote you several days since of the accident to the *Valley City*; she should be towed to New Berne and repaired at once; she would be in a bad way if we were attacked here, as she can not steer.

The enemy is hovering about us in some force.

If you can spare them, I should much like to have two or three steamers of light draft.

The people here are considerably alarmed, anticipating an attack. I think there is no immediate danger.

Vance has, however, undertaken to clear the eastern counties of the "hated foe," and he may commence operations at this point soon.

There are again reports of floating batteries building a little way above Hamilton. I shall try to sift these reports. In the meantime I believe we are ready for any foe which we can reasonably expect to find here.

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

C. W. FLUSSER,

Lieutenant-Commander.

Commander A. MURRAY,

Senior Naval Officer in the Sounds of North Carolina,

New Berne, N. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commodore Livingston, U. S. Navy, regarding proposed attack by Confederates upon Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,

Newport News, January 17, 1863—11 p. m.

DEAR LIVINGSTON: General Dix seemed quite easy this evening about Norfolk. He thinks the difficulty of crossing the Nansemond, or

of coming around by the swamp routes with the bridges cut (which General Viele had done last night) on one of the roads (but there are several), will give timely notice.

General Viele ought to be able to give you timely notice of their approach.

All you want is timely notice to prevent personal surprise to you.

Please push on the repairs and finish the *Whitehead's* rifle screens round the bow and stern, for which she has the hinges fitted and needs only the boiler iron, one-fourth inch, but three-eighths will do.

The ferryboats should be seized in time of danger to prevent their being used for boarding the gunboats.

It is not uncommon for generals to make use of a case of alarm in order to get more troops.

Yours, very truly,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commodore J. W. LIVINGSTON, U. S. Navy,
Commandant Navy Yard, Norfolk, Va.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding measures to prevent the forcing of the blockade.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 17, 1863.

SIR: Pay attention to the southern limit of this blockade. I have possession of intercepted information that the enemy make use of Little River, near the boundary line of North and South Carolina. Send a smart steamer there commanded by a reliable officer, say, the *Chocura*. The rebels next to the Cape Fear entrance refer their correspondents to the inlets on the coast north and south of these entrances. Of course, Western Bar and New Inlet are the points upon which they will concentrate if they are preparing, as we are advised, to force the blockade. Keep your best armed vessels at these points; a small, active steamer or two on the coast above and below, with a good, long-ranged gun, aided by the schooners, can guard against and perhaps catch those making the coast, either to run it up or down at night or to enter the inlets Lockwood's Folly, Shallotte, Tubb's, and Little River, on the south coast, and Masonboro, New Topsail, New River, etc., on the north coast.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,
Senior Officer off' Wilmington, N. C.

P. S.—This intercepted information is not as reliable as the official dispatches giving warning of a purpose to concentrate and force the blockade of the main entrances to Cape Fear.

S. P. LEE,
Acting Rear-Admiral.

Report of Lieutenant-Commander Gillis, U. S. Navy, in response to orders for the defense of Norfolk.

U. S. GUNBOAT COMMODORE MORRIS,
Off Norfolk, Va., January 17, 1863.

Sir: In obedience to your instructions I herewith transmit a report of the situation at this point.

I have communicated with the commanding officers of the vessels you have placed under my charge, and find that the *Whitehead* attempted to go through the canal [Dismal Swamp] yesterday, but found the water too low, and after getting ashore returned to this place. I have directed her to remain here, in accordance with your instructions.

The *Commodore Barney* will be ready to take her position for the defense of the drawbridge.

The *Wyandotte* has gone down to Hampton Roads for the purpose of procuring provisions and coal, and I have ordered her to use all dispatch.

I have placed the *Young Rover* off the naval hospital for the present to do guard duty and for the protection of the hospital.

The *Alert* is repairing, and I do not know how long it will be before she will be ready. I will use all dispatch, however, in procuring the repairs necessary.

I have but a moment in which to write this, and beg that you will excuse the brevity and incompleteness.

Very respectfully, your obedient servant,

J. H. GILLIS,

[Lieutenant-Commander], U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding affairs at Norfolk.

U. S. GUNBOAT COMMODORE MORRIS,
Off Norfolk, January 18, 1863.

SIR: There has been no change in the aspect of affairs in this quarter since last evening; everything remains quiet.

An army gunboat has been placed in position to assist in preventing the enemy crossing either of the bridges.

Very respectfully, your obedient servant,

JAMES H. GILLIS,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blkdg. Squadron, off Newport News, Va.

Report of Pilot Phillips, U. S. Navy, regarding the capture of the sloop J. C. McCabe in the James River.

U. S. GUNBOAT ZOUAVE,
Off Newport News, Va., January 18, 1863.

SIR: At 8 this morning a sail was discovered up the James River. On taking possession of her, she proved to be the small sloop *J. C.*

McCabe, of 12 tons, with the following persons on board, viz, two white men, S. R. Durfey and Peter Smith; one colored man, Tom Harris; and three white boys, John Lawrence, James Smith, and John Benson, aged, respectively, 16, 14, and 8.

It is alleged by these men (Durfey and Smith) that they escaped from Petersburg to avoid the conscription. Tom Harris alleges that he came away because he could get no pay for his work. I think from all the circumstances attending this case that it is only a scheme for getting to Norfolk, from whence they intend to run goods up the river for rebel use. There are many reasons for arriving at this conclusion. Durfey and Smith carried their families to Petersburg after the rebellion broke out; they left them there, although they could have been brought away in the sloop.

The sum of \$784.68 was found in their possession, notwithstanding they told me they had determined to leave what money they had with their wives and escape themselves. In the lining of Tom Harris's cap was found an order from J. E. Horner, of Petersburg, on Mr. Thomas Smith, of Norfolk, directing him to deliver a box of goods to Captain Smith or Tom Harris. This, of course, was to be taken to Petersburg.

I enclose duplicate prize lists of the officers and crew attached to this vessel, and a copy of the statement of the prisoners to Commander Harrison, acting fleet captain.

Respectfully,

JOHN A. PHILLIPS,
Pilot, Commanding.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding illicit trade between Baltimore and Richmond.

U. S. FLAGSHIP MINNESOTA,
Off' Newport News, Va., January 19, 1863.

SIR: I respectfully acknowledge the receipt this morning of your communication of the 17th instant, with its enclosure from Amos Tuck, esq., to the President of the United States, concerning contraband trade carried on between Baltimore and Richmond by way of Accomac County.

I shall refer a copy of Mr. Tuck's letter to the senior officer in York River and instruct him to do everything in his power to put a stop to the traffic in contraband goods therein referred to.

I have the *Mahaska* stationed in York River for the protection of Yorktown, as guard vessel, etc. The *General Putnam* is also in the York River, unable to move, as her boilers have ceased to supply steam, but she is so stationed as to enfilade Gloucester Point until her new boiler, now being made, is ready for her; and the *Crusader* is employed on blockade service between the Piankatank and Fortress Monroe.

With this limited means it is impossible to maintain inviolate the blockade of a coast so extensive and so indented with navigable waters as the western shore of the Chesapeake. I have from time to time (see my Nos. 192, 234, 239, etc.) informed the Department of the frequent operations of the naval force in that vicinity, in the destruction of boats, canoes, and other craft which might be used in carrying on such illicit trade as that referred to in the enclosed.

I would, in this connection, respectfully refer the Department to the information and suggestions contained in the enclosure of my No. 205, of December 14, to the Department, which, I presume, in the press of correspondence, has been overlooked.

It proposes sending a detective to Accomac County to obtain information regarding the contraband trade carried on from that center with Mobjack Bay, etc.; refers to one John Kelso, or Kelson, of Accomac, supposed to be connected in business with William Marshall, who lives on the Severn River, and who it is said, under passes from General Lockwood, is, or was, accustomed to smuggle medicines and other valuable goods into the Severn, and thence to Richmond.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to the commandant navy-yard, Norfolk, in case of an attack upon that station.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., January 19, 1863—p. m.

SIR: Yours of this date is received.

I had to withdraw the *Morris*. When in your opinion there is no necessity for keeping the *Whitehead* to guard the drawbridge by day please require her to be at the navy yard to receive her repairs; but I will thank you to send her to guard the bridge every night. General Viele should let you and me know when there is any danger. In case of an attack, or your expectation of one, upon the navy yard, Norfolk, etc., I expect and desire that you will, in my absence, give such directions to the gunboats there as will, in your judgment, best promote the public defense and interest.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commodore J. W. LIVINGSTON, U. S. Navy,

Commandant Navy Yard, [Norfolk, Va.]

Report of Lieutenant-Commander Braine, U. S. Navy, regarding unsuccessful attempts to examine the supposed obstructions off Fort Caswell.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, N. C., January 19, 1863.

SIR: Acting Volunteer Lieutenant Kroehl has, on several occasions, been sent in to examine the supposed obstructions off Fort Caswell, but he has never yet deemed the weather propitious to go there, although passing part of several nights lying within a half a mile of Fort Caswell. The nights have been either too light or the weather too boisterous to accomplish what he desired.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding illicit trade between Norfolk and Richmond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 19, 1863.

GENERAL: I respectfully refer you to the enclosed extracts from a report* from Lieutenant-Commander Flusser, commanding U. S. S. *Commodore Perry*, dated at Winfield, Chowan River, January 5, 1863, and relating to an extensive illicit trade carried on between Norfolk and Richmond. This mischievous trade ought to be discontinued.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Flusser, U. S. Navy, regarding contraband trade between Norfolk and Richmond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 20, 1863.

SIR: I enclose a copy of a report from Lieutenant-Commander Flusser, commanding U. S. S. *Commodore Perry*, dated January 5, regarding a contraband trade between Norfolk and Richmond, accidentally omitted from my No. 82 of yesterday.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. COMMODORE PERRY,
Winfield, Chowan River, January 5, 1863.

SIR: I arrived here last night from Plymouth. I hear constant complaints of goods from Norfolk reaching the rebels by being carried over the Chowan River and then by land to Weldon, thence to Richmond by rail. The company stationed here has been very active in capturing and destroying goods on their way to rebeldom.

The *Underwriter* moved down 15 miles below this place last night with a body of soldiers on board and brought off and destroyed several thousand dollars' worth (Confederate prices) of goods.

There is a screw loose somewhere at Norfolk.

I have stopped the sale of salt at this place and at Plymouth, as I learned the salt went directly to the rebel Army.

Even if they (the rebels) do not seize the salt sold to the Union men, they will take the meat preserved when it suits them to do so.

A mail was seized near here the other night on its way from Norfolk to Richmond. I read the letters and found nothing of importance

* See next letter.

except the names of those engaged in carrying letters; they are Margaret E. Pullen and John M. Pullen; they have several times passed to and fro between Norfolk and Richmond.

I sent you no report of our operations in the Blackwater and Nottoway, because we did nothing; we were there merely to menace Franklin so that a large force should be kept there and not be permitted to go off to fight General Foster at Kinston and Goldsboro. In this I think we succeeded. The boats were twice fired on by musketry—once on the Blackwater, 12 miles from Franklin, by about twenty-five men, and again at the blockade in the Nottoway by a regiment. They fled after delivering their fire. No one hurt.

The water fell so rapidly while I was in the Blackwater (2 feet in one day) that I returned to the junction of the Blackwater and Nottoway and did not move up again. Perhaps it was the best place I could have chosen, as we could not be fired on from any point but one, and that we commanded by the guns of four steamers.

This Miss Pullen mentioned above is, I believe, a Confederate agent. She carries letters from Kansas to Connecticut, and from Connecticut to Richmond.

I have the honor to be, sir, very respectfully, your obedient servant,
C. W. FLUSSER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional information regarding illicit traffic between Norfolk and Richmond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 20, 1863.

SIR: In addition to the statement of contraband trade between Norfolk and Richmond, as reported January 5 by Lieutenant-Commander Flusser, of the *Commodore Perry*, in Albemarle Sound and referred to the Department in copy in my No. 82 of yesterday, I beg to submit a copy of an additional report from the same officer, dated January 13, on the habitual passage of large quantities of goods from Norfolk over the Perquimans River en route to Richmond, and on his measures to embarrass and destroy this traffic.

I have referred the subject to Major-General Dix in order that proper steps may be taken to put a stop to this reported large and mischievous traffic from Norfolk.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
Actg. Rear-Admiral Comdg. North Atlantic Blockading Squadron.

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

(Enclosure.)

U. S. S. COMMODORE PERRY,
Elizabeth City, N. C., January 13, 1863.

SIR: Being at Hertford on Sunday last, the 11th instant, and finding from the representations of a loyal and respectable citizen, and having

heard before from other sources, that large quantities of goods were passed over the Perquimans River there, en route to Richmond, I thought proper to destroy the bridge at that place and did destroy it.

I should have destroyed on Sunday night another bridge, some 6 miles above Hertford by the river, but my steamer was run upon a stump abreast of the town, and the men were so much exhausted by the hard heaving necessary to get her off that I postponed it to a later date.

If they persist at Norfolk in supplying the rebels in this department, I shall do all in my power to stop or seize the goods in transit.

I was informed at Hertford that on one day a train of forty carts from Norfolk passed over the bridge, each with two sacks of salt (a sack contains 3 to 3½ bushels) on their way westward to the Chowan River. At another time a train of twenty-four carts passed similarly laden.

I understand that 60 pounds of salt now is all that is allowed to be sold at one time to any one person at Norfolk. I seized at Hertford 3 sacks from one man, 2 of which, so he said, belonged to him, and 1 to one of his neighbors.

I seized it because he had more than the regulation allowed him to bring out of Norfolk, and also because he had not taken and would not take the oath of allegiance to the United States.

I understand it is not exacted of purchasers of goods at Norfolk.

Mr. Morse informs me that he came down to supply the county of Hertford, N. C., with salt, on an application being made to General Viole by the magistrate of the county (secessionists) for 1,000 sacks. My belief is that the people of the county, except those who are too poor to purchase, have enough salt.

All that is now bought is intended to be sent over the lines. Salt sells on the Chowan River at from \$150 to \$175 per sack.

I have the honor to be, sir, very respectfully, your obedient servant,
O. W. FLUSSER,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, expressing anxiety for the safety of the United States vessels after a severe gale.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., January 20, 1863—p. m.

SIR: The severe southerly gale here on the 16th instant gave me much uneasiness for the safety of the vessels on the blockade off Wilmington.

The verbal report of Acting Lieutenant Commanding Baldwin, of the *Vanderbilt*, of the violence of this gale, as experienced by him, increased my concern, and now I see by the public papers that the *Colorado*, which left here on the 8th instant for the southward, has gone into New York damaged, and that one of the blockaders off Wilmington, as quoted from the Richmond papers, was ashore.

It is a relief to know that the *Miami*, under orders for Wilmington, was at Beaufort on the 3d, awaiting further instructions. I have ordered her to return here.

The report of Captain Drayton, of the 12th instant, that the *Passaic* was at Beaufort waiting favorable weather, is encouraging, and I trust that she is there still; but I am anxious lest the ironclads at Beaufort,

like those from New York, put to sea in the favorable weather of yesterday and the day before and that they are exposed to the present easterly gale.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—January 21, a. m. The Richmond Enquirer of the 17th contains a dispatch dated the 16th from Wilmington, stating that the *Columbia* was ashore at Masonboro Inlet, and that her commander, Couthouy, twelve officers and twenty-eight men, surrendered to the enemy; also that four blockaders who approached to render assistance were kept off by the enemy. I shall have this case investigated thoroughly and ascertain if the *Columbia's* signal book was lost. If so, the Department will be informed at once.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the capture of a boat from Petersburg, Va.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., January 21, 1863.

SIR: A large sloop-rigged and decked boat from Petersburg, Va., was captured by a tug sent from this vessel on the 18th at 8 a. m. in sight of and whilst approaching this blockade.

She had two white men, one colored man, and three white boys on board. The two white men say they are Virginians and left to avoid the recent conscription order calling for men between 40 and 45 years of age; that they left their families behind, and with them all their money. But on searching the parties an order is found on the negro (a smart fellow) for goods to be got in Norfolk for the writer in Petersburg, and all the men have money. The total amounts to \$784.68.

This is rebel property, and the object probably was to get the goods and information at Norfolk and run over the flats off the Nansmond and by the blockade here.

On the 19th I sent the *Commodore Morris* to examine the oyster boats off the Nansmond.

She captured yesterday a similar boat coming from Norfolk with an army permit to oyster and with army and other goods on board, avowedly bound up the river to trade.

The permit to oyster bound the owner not to aid the enemy.

What disposition shall be made of these persons and goods? I would be glad of an early answer. There seems to be plenty of goods in Norfolk and the decked oyster boats and oyster vessels have facilities for trading in this region which I can not prevent without the aid of half a dozen light-draft steamers with efficient officers in command of them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[First endorsement.]

Admiral Lee will continue to have vigilance exercised by his command and will capture and send in for adjudication such as are violating regulations—exceeding their permits, trafficking, etc.

[Second endorsement.]

Send copy to Secretary Navy, whose attention is invited to the abuse that is being practiced under these oyster permits.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, for the presence of the U. S. steamers Delaware and Valley City in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 20, 1863.

SIR: Send the *Delaware* with the *Valley City* here. Instruct their commanders to choose favorable weather for the passage.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, for the return of the U. S. S. Miami to Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 20, 1863.

SIR: Choose favorable weather for the passage and return to Hampton Roads with the *Miami* under your command, and report to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Lieutenant ROBT. TOWNSEND, U. S. Navy,
Commanding U. S. S. Miami, Beaufort, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, for the distribution of consular extracts regarding blockade runners preparing in foreign ports.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 20, 1863.

SIR: I enclose for distribution among the vessels blockading off Wilmington (several to each) extracts* from consular correspondence of Government regarding the following vessels:

Steamers *Alliance*, *Petro Beys*, *Dundee* (bought to run the blockade), *Dolphin* (with description), *City of Hudson* (cargo of arms for Confederates), *Melita*, *Peterhoff* (cargo of contraband), *Miriam* (with 20,220 stand of arms), *Granite City*, *Amelia*, *Heather Bell* (Prince Edward Island),

* Not necessary to publish.

Princess Royal (with description); all known or suspected of intentions to violate the blockade. In order to facilitate distribution, I have sent copies to the senior officer off the upper entrance for the use of the vessels in that vicinity.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Commanding U. S. S. Dacotah, off Wilmington, N. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, forwarding information regarding contraband traffic between Norfolk and Richmond.

U. S. FLAGSHIP MINNESOTA,
Newport News, January 20, 1863.

GENERAL: I respectfully submit for your further information regarding the traffic between Norfolk and Richmond, a copy of report* to me from Lieutenant Commander Flusser, commanding U. S. S. *Commodore Perry*, dated Elizabeth City, January 13, and an extract from another report† of his of the same date, respecting further trade from Norfolk.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fort Monroe, Va.

Letter from Commander Murray, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, concerning the formation of a flotilla for the protection of towns in North Carolina waters.

NEW BERNE, N. C., *January 20, 1863.*

DEAR SIR: I had written you a long letter on the subject of my stay here, but on talking with General Foster I yielded to his request to withdraw it for the present.

We are improvising a little navy for the protection of Elizabeth and other towns threatened by the enemy. I am to remain, as New Berne is not to be risked, and the general thinks, and flatters me by doing so, that I should wait his return, when we will go to Hampton Roads to see you.

The general wishes me to say that he will be off by Thursday or Friday.

Very respectfully, your obedient servant,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Commanding, New Berne, N. C.

P. S.—6 o'clock p. m. Our vessels are breaking down one by one.
A. M.

* See p. 453.

† See p. 463.

[Telegram.]

NEWPORT NEWS, *January 21, 1863—11 a. m.*

(Received at Washington 4 p. m.)

The flag of truce brings down 700 prisoners and Richmond dates to the 20th. The *Columbia* ashore at Masonboro Inlet. Her commander, Couthouy, twelve officers and twenty-eight men, surrendered on 16th instant. *Huntress* destroyed while running blockade into Charleston on the 18th. Bay steamboat detained by gale.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron

Hon. GIDEON WELLES.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant navy yard, Washington, requesting instructions regarding disposition of small captured craft.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., January 21, 1863.

MY DEAR SIR: I will be much obliged to you for full particulars of how you proceed in the case of necessary captures of small craft, boats, etc., with small lots of goods on their way to the insurrectionary regions, or with money on board and coming from the insurrectionary region with orders to purchase goods. If possible, please mail your reply by 1 o'clock to-morrow, so that it may reach here next morning.

Respectfully and truly, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*Commodore A. A. HARWOOD, U. S. Navy,
Commandant Navy Yard, Washington, D. C.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., January 21, 1863.

Where are the small prizes captured in the Potomac sent for adjudication?

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*Commodore HARWOOD,
Commandant Washington Navy Yard.

[Telegram.]

WASHINGTON NAVY YARD, *January 21, 1863.*

The prizes of all sorts are adjudicated at the United States court of the District of Columbia, in Washington.

ANDREW A. HARWOOD,

Commodore.

Acting Rear-Admiral S. P. LEE.

[Commanding North Atlantic Blockading Squadron.]

Report of Lieutenant-Commander Truxtun, U. S. Navy, regarding the capture of the British schooner Pride, from Nassau, New Providence.

U. S. GUNBOAT OHOCURA,

At Sea, Lat. 33° 24' N., Long. 78° 05' W., January 21, 1863.

SIR: I have the honor to inform you that this vessel, under my command, has this day seized for attempting to violate the blockade the British schooner *Pride*, from Nassau, New Providence, purporting to be bound to Baltimore, Md.

At the time of her capture she was about 15 miles S. E. from the outer end of Frying Pan Shoals, under a reefed mainsail and jib, with her head laying to the southward, the wind being west. As soon as she discovered this vessel to be in chase of her, she made sail, still standing to the southward, although the wind was fair for Baltimore.

The master, Thomas Phillips, on being asked why he was laying off the point of the shoals under easy sail with a fair wind blowing for his assumed port of destination, replied he wished to keep to windward. The supercargo, James Brown, also told me that had he not been mistaken as to the character of this vessel we never would have caught him.

The *Pride* was built in Charleston, S. C., is loaded with 175 sacks salt, several cases drugs, shoes, etc.

I have sent her to Washington, D. C., for adjudication, in charge of Acting Master T. B. Sears. The accommodations of the *Pride* are so exceedingly limited as to render it impossible to send any portion of her crew north in her, excepting her master, Thomas Phillips. The remaining portion of them are now on board this vessel and will be sent to Washington by the very first opportunity.

No other vessel was in sight at the time of the capture.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Murray, U. S. Navy, regarding condition of vessels in the sounds of North Carolina.

U. S. S. HETZEL,

Off New Berne, N. C., January 21, 1863.

ADMIRAL: As complaints are so often made to me of the inefficient condition of some of the naval vessels in these sounds, I must beg leave to call your attention to the following general statement of their condition and availability, as they appear to me through personal observation and enquiry, viz:

The *Hetzel* is in bad condition. She appears to be nearly worn out, and unless she is soon and effectually repaired, it will be impossible to move her at all, on account of the gradual decay, from rust, of the tubes of her boiler. In her^s present state she^d is only useful as a guard vessel or as a floating battery.

The *Commodore Perry's* engine is badly out of line; otherwise she is in good condition.

The *Hunchback* needs general repairs; her engine requires a thorough overhauling and her upper works are in a dilapidated condition. In

her present state she is useful only as a guard vessel or as a floating battery. One of her rudders is gone.

The *Louisiana* is in fair condition.

The *Southfield* is in good condition.

The *Underwriter* is in good condition.

The *Delaware* is in good condition.

The *Valley City* needs repairs on her rudder and propeller; otherwise she is in good condition. At present she can not move without assistance, and is useful only as a guard vessel or floating battery.

The *Commodore Hull* is in good condition.

The *Shawsheen's* boiler needs repairing and rebracing. The boiler braces are liable to give way at any moment, especially in rough water.

The *Lockwood* is generally in bad condition; her boiler leaks badly, and both it and the engine need thorough overhauling and repairs.

The *Seymour* needs repairs badly; her boiler is in such condition that it can not, with safety, bear a pressure of more than 8 pounds of steam.

The *Brinker* is kept afloat only by continual pumping.

The *Granite* is in good condition.

I would respectfully suggest that each of the above vessels needing repairs be sent north as fast as their places can be supplied by those now absent on the same mission.

I am, etc.,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE, -
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Gillis, U. S. Navy, commanding U. S. S. Commodore Morris, of the capture by that vessel of a blockade runner in James River.

U. S. GUNBOAT COMMODORE MORRIS,
Off Nansemond River, Virginia, January 21, 1863.

SIR: I have the honor to report to you that on the morning of the 20th instant, a sloop-rigged boat, partly decked, of about 10 tons, no name, was captured by this vessel while attempting to run the blockade by running into the Chuckatuck Creek, a small stream near the mouth of the James River.

The following were the persons on board at the time of the capture, viz: Henry Barrett, in command of the vessel; S. T. Oliver, owner of the goods, and Jos. Marys, a boy in Barrett's employ.

The cargo consisted of army gauntlets, felt hats, cavalry boots, handkerchiefs, combs, toothbrushes, and quinine.

Henry Barrett had a pass from Brigadier-General Viele, allowing him and one man to fish and oyster within our lines, dated November 17, 1862. On the back of the pass was a pledge, or guarantee, signed by Barrett, reading thus:

In availing myself of the benefits of the within pass, I hereby give my solemn word of honor that I will give no aid, comfort, or intelligence to the enemies of the United States Government in any manner whatever; that I will use the pass only for the purpose specified, and that I will not transfer it.

Among the papers was a list of stores and a communication to Major Morey, quartermaster, signed by Major-General French and J. A. Shingleur, aid-de-camp; also a release of certain articles by J. B. Morey.

A letter to Colonel George Garrison, supporting the character of S. T. Oliver as a Southern man; signed G. W. Burford.

An order at sight on Smyth & Co., of Petersburg, Va., to pay to S. T. Oliver all the funds belonging to me; signed by G. W. Burford.

A letter requesting the sending of checks on Exchange, Farer's, and Virginia banks to the amount of \$3,000; also a note at the head of the letter, requesting, in case the party could not get checks, to bring \$500 or \$1,000 Confederate notes and \$1,000 or \$2,000 in Virginia Treasury notes; letter not signed or addressed.

Henry Barrett, on being examined as to who owned the sloop, acknowledged that it was owned by a gentleman in Norfolk, but refused to tell his name.

The owner of the goods acknowledges to having run the blockade once before successfully.

I beg leave to state that the vessel would be of great service here in putting down the carrying trade, which, from the information I have gathered, I have every reason to believe is quite extensive, and respectfully recommend that she be appraised and retained for service on these waters.

Accompanying this, please find a complete list of stores, papers, etc., in the paper marked "A." Also a copy of the statements made by Henry Barrett and S. T. Oliver to Fleet Captain N. B. Harrison in the paper marked "B," in which Barrett acknowledges that he is the owner of the sloop, although he had previously stated that she was owned by a man in Norfolk. You will also find a muster roll of this vessel marked "C."

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blkdg. Squadron, off Newport News.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to continue his efforts for the suppression of illegal traffic between Norfolk and Richmond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 21, 1863.

SIR: I have received your report of the 5th from Winfield, and those of the 13th from Elizabeth City, regarding the traffic between Norfolk and Richmond. Your course is approved. Continue to do everything in your power to embarrass or destroy this abominable trade, the profits of which must be enormous, under the want occasioned by the strict blockade kept at the peril of the Navy. General Dix can permit no trade beyond the limits of his command, and Governor Stanly has no more authority to give such permits as you allude to in your report regarding the *G. W. Grice* than any private citizen. The case of the *G. W. Grice* is referred to the Department for further instructions. I have communicated with General Dix on the subject of the traffic from Norfolk.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander O. W. FLUSSER, U. S. Navy,
Comdg. U. S. S. Commodore Perry, Senior Officer in Albemarle Sound.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Arnold, U. S. Navy, regarding the enforcement of the blockade.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 21, 1863.

SIR: Navy transports, such as schooner *B. L. B. Wales*, passed out on the 11th instant, should have a certificate from Commander Totten or Commodore Livingston and not from General Dix, stating how she then is or has been employed as a navy transport; if in ballast, say so. Army transports passed on the certificate of Colonel Taylor should not only show that they are in the employ of the Army, but that the cargo is army supplies for his department, or that the vessel is in ballast. Was the *Relief* (passed in on the 13th) examined? The steamer *Karnak* ought not to have been passed in. The master or owner applied to me for permission to go to Norfolk to coal, representing that she had been purchased at Nassau, was in private employ, and had put into and sold coal at Port Royal. He said General Dix would give him a permit. I told him General Dix could not do so, and desired him to state his case in writing, and I would answer it. He went off without doing so. You must explain by what authority you allowed this vessel to pass the blockade. Neither you nor General Dix, whose permits are only to be respected when conforming to your instructions, have any authority to raise the blockade in this manner.

Respectfully, yours,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander H. N. T. ARNOLD, U. S. Navy,
Commanding U. S. S. *Mystic*, off Fortress Monroe, Va.

Letter from Commander Murray, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding the preparation of two schooners for the defense of Elizabeth City.

U. S. S. HETZEL,
Off New Berne, N. C., January 21, 1863.

SIR: I shall send to Elizabeth City in the course of a day or two (or as soon as I can get them ready) two schooners with suitable armaments and soldiers on board.

As the *Valley City* can not move without assistance, I think she had better remain for the present at Plymouth as part of the permanent defenses of that place.

Do not risk weakening the force at Plymouth too much for the sake of looking after Elizabeth City.

The schooners will be armed with two 32s, and one will leave to-night, if possible.

Very respectfully, etc.,
A. MURRAY,
Commander, etc.
Lieutenant-Commander C. W. FLUSSER, U. S. Navy,
Commanding U. S. S. *Commodore Perry*.

Seizure of the trading schooner George W. Grice.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting papers and correspondence in the case.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 21, 1863.

SIR: A copy of a report of Lieutenant-Commander Flusser, commanding U. S. gunboat *Commodore Perry*, written from Winfield,

N. C., on the Chowan River on the 5th instant, respecting trade from Norfolk with the insurrectionary region (accidentally omitted from my No. 82) is sent to the department in my No. 88.

A copy of a report from the same worthy officer, written from Elizabeth City on the 13th instant, on the same subject, was sent to the department with my No. 87, of yesterday.

Herewith enclosed I submit a copy of another report from him of the 13th instant (marked A), respecting his seizure of the schooner *George W. Grice*, at Hertford, N. C., on the 11th instant, under the general instructions of the Department, with articles for traffic on board, belonging to Mr. B. H. Morse.

Extracts from the first and third of these letters and a copy of the second I have sent to General Dix.

I ask the special attention of the Department to the developments in these reports, and its instructions in regard to the trading schooner *George W. Grice*, copies of papers regarding which, received on the 19th from Mr. Morse, I enclose as follows: (Those referred to by Lieutenant-Commander Flusser in his report (A) have not yet been received.)

A. Lieutenant-Commander Flusser's report of the seizure of the *George W. Grice*, dated January 13.

B. Statement handed to me, January 19, by Mr. B. H. Morse, owner of the cargo on board the *George W. Grice*.

C. Letter from Brigadier-General Viele, commanding at Norfolk, to Major-General Dix, dated December 31, referring to him the request of Mr. Morse to trade.

D. Copy of note from General Dix, dated January 1, permitting Mr. Morse to trade under such restrictions as General Viele might deem necessary.

E. Copy of manifest of schooner *George W. Grice*.

F. Copy of General Viele's endorsement on the same, permitting Mr. Morse to trade.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—This trade is "permitted" by General Dix beyond the limit of his command.

The strict blockade kept at the peril of the Navy increases at once the demand for and the value of goods in the insurrectionary region, and the profits of these traders.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron

[Enclosures.]

A.

U. S. S. COMMODORE PERRY,
Elizabeth City, N. C., January 13, 1863.

SIR: This will be handed to you by Mr. Morse (calling himself Major Morse), whose schooners (two) I seized at Hertford on Sunday last, the 11th instant, for not having the proper passes.

The schooners were loaded with just such articles as the rebel Army is in need of, and if the cargoes were sold there I have no doubt a large portion of the goods would be smuggled across the Chowan River to the rebels.

I shall send you the papers by another route. Mr. Morse seems to have acted in good faith, as he lay several days at Hertford without opening his hatches, waiting a permit from me; though I was informed at Hertford that the reason of his holding on to his cargo was that one man, Mr. Winslow, to whom he wished to sell it all, would not buy it without a guarantee from Lieutenant Etheridge, commanding at Winfield, that he would not seize the articles after the sale.

I have told him that if his vessel is not sent in for adjudication, it will be necessary to obtain a release from you and a permit from Governor Stanly before he can trade in these waters.

I am, very respectfully, your obedient servant,

U. W. FLUSSER,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

—
B.*

NEWPORT NEWS, *Monday, January 19, 1863.*

SIR: In regard to the vessels seized by Captain Flusser at Hertford, I would say that as soon as I arrived at that place I went across the country directly to Winfield, on the Chowan River, to see the proper authority to enable me to dispose of my goods in a proper manner. I remained there two or three days awaiting his return, and as he did not come I returned to Hertford, leaving word with the commander of military that I would return.

I remained an hour or two and returned to Winfield, and was much disappointed to find Captain Flusser had been there and left again during my absence. He left word for me to remain until he returned again. While I was waiting for his return I received a line from him at Hertford, where he had gone. I immediately went back to Hertford, and there found my vessel and cargo in his charge.

I had not sold any of the goods, neither would I have done [so] until I had reported to him and done so by his permission.

Had I understood it to be necessary before going into these waters to have seen you, I should most assuredly have done so, but I supposed the authority of General Dix was respected, or would be, by whoever I might find there. My design was to turn the cargoes into cotton under proper authority and to bind each purchaser in the same manner, as is customary at Norfolk, not to give aid or comfort to the enemy. While with Captain Flusser he read me a letter from Governor Stanly upon the subject of selling goods to the people within our lines, which accorded with my views. I hope there will be no delay in having this matter arranged, and await your reply.

I am, respectfully, yours,

B. H. MORSE.

Admiral LEE.

P. S.—My residence is 415 E street, Washington.

—
C.

NORFOLK, VA., *December 31, 1862.*

GENERAL: Major Morse, of Washington, desires to get some cotton

* Received from Mr. Morse in person on board the *Minnesota*.

into Norfolk from the interior, or rather from the neighboring counties of North Carolina, and, to purchase it, desires to take some articles of domestic use to Perquimans, engaging to see to the distribution personally. I have referred him to you, as it is out of the established routine. If properly attended to, no aid could be furnished to the enemy.

Everything in such a matter depends upon the parties concerned.

Major Morse thinks he will be enabled to obtain some valuable information by going down there.

Very respectfully,

EGBERT L. VIELE,
Brigadier-General.

Major-General DIX,
Commanding, etc., Fort Monroe.

—
D.

FORT MONROE, *January 1, 1863.*

I have no objections, under such restrictions as you may deem necessary to guard against improper use of the property. So as [it] depends on Major Morse, I have no doubt it will all be right.

JOHN A. DIX,
Major-General.

—
E.

Coasting manifest. } THOMAS M. MORRIS,
5 men. } *Custom-House Broker (Opposite Custom-House).*

Manifest of the cargo on board the schooner George W. Grice, whereof John Palmer is master, burden 118 tons, bound from the port of Baltimore for Norfolk, Va.—J. M. Denson and Back, Baltimore, to B. H. Morse, Norfolk, Va.

- | | |
|---------------------------------|---|
| 1. Three cases hats. | 10. Ten bundles spades (10 dozen). |
| 2. One coil spun yarn. | 11. Twenty-five cases cotton cards. |
| 3. Seven coils rope. | 12. Five bbls. logwood. |
| 4. Five hundred sacks salt. | 13. Thirty-three cases boots and shoes. |
| 5. Fourteen cases con. lye. | 14. Twelve cases dry goods. |
| 6. Fifty reams cap straw paper. | 15. Two bales dry goods. |
| 7. Fifty kegs lead in oil. | 16. One case knives and forks. |
| 8. Fifty boxes candles. | 17. One package bone buttons. |
| 9. Twenty-five boxes axes. | |

B. H. Morse, at Balto., to Norfolk.

- | | |
|------------------------------------|---|
| 18. Two coils rope. | 22. Five crates crockery and glassware. |
| 19. Two hundred kegs nails. | 23. Twenty-five hhds. sugar. |
| 20. Thirty-six cases con. lye. | 24. Twenty-five tierces molasses. |
| 21. Four boxes india-rubber goods. | 25. Twenty-five bbls. copperas. |

FORT MONROE, *December 30, 1862.*

I, David Ritchie, certify that I have examined the schooner *Grice* and find cargo to agree with manifest.

DAVID RITCHIE,
Lieutenant, U. S. Revenue Cutter Philip Allen.

CUSTOM-HOUSE,
Baltimore, December 27, 1862.

The said vessel and all her cargo are to be forfeited to the United States if any other goods are found on board of her than those specified above on examination by the custom-house officers, or by the military or naval authorities after clearing for Norfolk, Va.

J. PALMER.

U. S. S. MYSTIC,
On Guard Duty, December 30, 1862.

The schooner *G. W. Grice*, B. H. Morse, has been examined and passed to Norfolk upon a Treasury permit and a pass from Major-General Dix.

H. N. T. ARNOLD,
Lieutenant-Commander, U. S. S. Mystic.

I, John Palmer, master or commander of the schooner called *George W. Grice*, Baltimore, do swear to the truth of the within manifest, and that to the best of my knowledge and belief all the goods, wares, and merchandise of foreign growth or manufacture therein contained were legally imported and the duties thereupon paid or secured.

JOHN PALMER.

DISTRICT OF BALTIMORE,
Port of Baltimore, December 27, 1862.

John Palmer, master of the schooner *George W. Grice*, of Baltimore, having sworn as the law directs to the within manifest, consisting of twenty-five articles of entry, and delivered a duplicate thereof, permission is hereby granted to the said vessel to proceed to the port of Norfolk, in the State of Virginia.

Given under our hands at Baltimore the day and year above mentioned.

U. M. JAMESON,
Collector.

F. I. EVANS,
Deputy Naval Officer.

[First endorsement.]

HEADQUARTERS, Norfolk, January 2, [1863.]

Permission is hereby given to move a portion of the within invoice of goods from one vessel to another.

By order of Brigadier-General Viele:

A. E. BOVEY,
Major, Provost-Marshal.

[Second endorsement.]

HEADQUARTERS,
Norfolk, January 2, 1863.

Permission is hereby given to schooners *G. W. Grice* and *Georgia* to proceed to Perquimans or such other neighboring counties within our lines as may be desirable, in compliance with instructions from Major-General Dix.

By order Brigadier-General Viele:

A. E. BOVEY,
Major and Provost-Marshal.

F.

NORFOLK, VA., *January 2, 1863.*

Major Morse, of the city of Washington, is, by authority of Major-General Dix, permitted to exchange the goods mentioned within for cotton and other supplies in the counties adjoining this place, he guaranteeing to see that all the goods go only into the hands of consumers for their own use living within the lines of the United States forces, and is also authorized to bring the supplies to this port received in exchange.

EGBERT L. VIELE,
Brigadier-General.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 7, 1863.

SIR: To enable me to answer Lieutenant-Commander Flusser, I would respectfully ask the Department for its decision in the case of the trading schooner *George W. Grice*, submitted in my No. 90, of January 21, with the papers in the case. She was seized at Hertford, N. C., with articles for traffic on board belonging to Mr. B. H. Morse, by Lieutenant-Commander Flusser, on the 11th ultimo, under the general orders of the Department. Mr. Morse had a permit to trade from Major-General Dix under certain restrictions.

General Dix, under date of the 3d instant, informs me that his command includes all that part of the State (of Virginia) which lies south of the Rappahannock and east of the Petersburg and Weldon Railroad. The *George W. Grice* was in the waters of North Carolina.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the situation in the sounds of North Carolina.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 22, 1863.

SIR: Commander Murray was asked for and ordered to duty for a temporary purpose in connection with two projected movements of General Foster, one of which has been executed, viz, the operation at Goldsboro (though from want of water in the Neuse our gunboats could not reach the rebel gunboat building at Kinston; the army, however, fired into its framework with some effect), whilst the other projected movement has been postponed. This last General Foster thought Commander Murray could promote from his supposed knowledge of the inlets on the coast. But Commander Murray has since informed me that he was not acquainted with the inlet in view (New Topsail Inlet), and when General Foster was last here he informed me that both Commander Murray and himself had come to the conclusion that it would not answer for the use of the then projected expedition as a depot, etc. This conclusion, I presume, was based on an investigation of the matter, as I had called the attention of both General Foster and Commander Murray to this inlet.

Considering the views of General Foster (enclosed in my No. 19), I scarcely expect, after the experiment at Vicksburg, he will be prepared to attack Wilmington, where the enemy can mass troops against him, whilst he has no opportunity to retreat or embark and the gunboats can not approach to his relief.

The situation in the sounds is this: The enemy is building gunboats, doubtless to be ironclad, on the rivers above. We must either destroy them where they are or have ironclads ready to take them when they are floated down with a rise in the river, or we lose our supremacy in the sounds. Whilst the enemy's attention is engaged by operations against Richmond and Charleston, and when the rivers in North Carolina rise, I think it is a good time for a joint army and navy movement against the points where these rebel gunboats are building.

If it is not the policy or purpose of the Department to keep Commander Murray longer from his station and to assign him to permanent duty in the sounds of North Carolina, I propose, on his return to his station, immediately to exchange Commander Foxhall A. Parker and H. K. Davenport, transferring the former to the sounds and the latter to Yorktown.

The experience and success which Commander Parker has had in getting up or conducting expeditions, the combination of energy and prudence which marks his character, and the importance of the objects to be obtained in the sounds, commend this proposed arrangement, which I now respectfully submit for the consideration and determination of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Warren, U. S. Navy, commanding U. S. S. Daylight, of the chase and destruction by that vessel of a schooner off New Topsail Inlet, North Carolina.

U. S. S. DAYLIGHT,

Off New Topsail Inlet, January 22, 1863.

SIR: I have to report that at 7:35 yesterday morning, whilst heaving up our anchors, we saw a strange sail standing in for the land N. E. of us. We immediately gave chase, and soon commenced firing at her from our Parrott gun, but could not reach her. She continued on her course and at about 9:30 ran ashore a little to the westward of Stump Inlet. The sea was so rough and surf so heavy that we could not board her; we therefore took a position, anchoring near, and opened fire upon her with our starboard broadside and Parrott gun. From the heavy swell it was difficult hitting, but we succeeded in hitting her from twenty to twenty-five times, firing in all about ninety-five shot and shell. We left her completely riddled and full of water. She was a large fore-and-aft schooner, deep loaded, and showed no colors or signals. Her crew escaped in their boats.

I am, very respectfully, your obedient servant,

J. D. WARREN,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—January 23. We have been up to the wreck of the above schooner and found her broken up. Have picked up several pieces of her.

Yours, etc.,

J. D. WARREN.

Report of Acting Ensign Betts, U. S. Navy, regarding the firing upon a supposed steamer.

U. S. S. COMMODORE BARNEY,
Newport News, January 23, 1863.

SIR: I respectfully request to report that on the evening of 22d January, 1863, at 7:45, Acting Ensign Trask (being officer of deck at the time) reported a light up river; went forward and found it was approaching rapidly and suspiciously. I immediately gave orders to beat to quarters and slip the cable, firing a rocket and burning a blue light in the meantime as a signal of alarm. In slipping the cable the buoy rope unfortunately got foul of the breeching shackle and carried away, leaving the anchor and 30 fathoms chain without a buoy rope attached. Fired four shells; after the second was fired the position of the light was altered immediately; fired a third, when it disappeared entirely; we then fired a fourth at where the light was last seen, and under the circumstances I believed myself justifiable in coming down the river to report for further orders. In coming down we burned two blue lights to show the position of our vessel to the fleet. When within hail of the *Galena* the question was put to us, "What did you see?" to which I answered, "Steamer, I think."

Very respectfully, your obedient servant,

WM. BETTS,
Acting Ensign, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Endorsement.]

Your report is received and your conduct last night was very unsatisfactory.

Report of Commander Parker, U. S. Navy, giving information obtained from refugees concerning Confederate affairs.

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, January 23, 1863.

SIR: I have to report that this p. m. [there] came off from shore three refugees, whites, from whom I gather the following information:

There are 75,000 men at Fredericksburg under Stonewall Jackson, Longstreet, Hill, Loring, and Cooke, with Pendleton's Artillery. A portion of the army have fallen back about 12 miles. General Winder is in command at Richmond. The redoubts on James River above and below are well mounted. The smallpox is raging there fearfully, and somewhat at Wilmington. At the latter place General Whiting is in command, and has given orders to have the women and children removed from the town. Troops are arriving daily. About 9,000 men are at Masonboro Inlet, expecting an attack from our forces. The number of guns at Fort Fisher is about 40, being 12 and 32 pounders, and

1,500 men. At Caswell, 38 guns and 500 men, Colonel Lamb in command. Torpedoes are being sunk in the river near the city, and obstructions called cribs, filled with stones and connected with chains, down the river. One of these torpedoes is at the lower end of the shipyard, another 1 mile below. Masked batteries and forts up and down on each side. Our troops are expected to land at Masonboro. Hewlet's Creek, about 7 miles up from the inlet, is dammed in several places, and a siege gun placed upon each dam.

The rams are not completed, and far from it. They need iron and one engine. One of them is still on the stocks. They will each mount four guns. A bridge is built across the North East River for the purpose of retreat across to Potter's plantation in case of emergency. There are no batteries on Zeek's Island. There are two at Brunswick of about 30 guns, one at the second light-house, and two casemate batteries 3 miles from Wilmington. North from Fort Fisher 7 miles are two batteries of 4 guns (Camp Wyatt).

Two steamers recently ran in loaded with arms, etc., for the Confederates, the *Giraffe* and the *Herald*. The former is of iron and still there. The latter is wood and has gone out. The brigantine *Fanny Lewis* is loaded with cotton and ready to run out. She is the vessel which was run ashore some weeks since by the blockading vessels and was saved by the rebels.

One lieutenant and nineteen men belonging to the Confederate forces were drowned in wrecking the *Columbia*. Captain Couthouy, officers, and men were immediately dispatched to Richmond. Nothing was saved from the *Columbia*, and the enemy fired her. Our shells did no damage, one only having struck her.

The enemy are pressing into the Army all males between 16 and 50 years of age. At present there is but one regiment at Wilmington—1,100 men.

The draft of water at New Inlet is said to be 15 feet.

The *Giraffe* will endeavor to obtain letters of marque. She is armed.

The prize schooner *Emma Tuttle* is at Nassau, [New Providence]. She carried away her main boom off Hatteras and was given up to her captain by the prize master on board. This testimony was given by the prize crew to our consul at Nassau.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Correspondence relative to the capture of the schooner Time, January 23, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting papers in the case.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 7, 1863.

SIR: Commander Parker, commanding U. S. S. *Cambridge*, under date of January 24, reports to me as follows:

Yesterday at 5 p. m. I captured the schooner *Time*, from Nassau, laden with salt, about 10 miles to the south and eastward from Fort Fisher. When first seen she was running for Smith's Island to the south and west, which was not the right course. Upon seeing the *Cambridge* she hauled to the wind and tacked N. E. The wind was light from the northward. I have ordered her to proceed to Beaufort in

charge of a prize crew, there to remain for your disposal. Her papers are in charge of the prize master.

He adds in a postscript:

In breaking out the cargo of the schooner *Time*, a large quantity of bicarbonate soda and matches has been found, which are not included on the ship's manifest. The state of the weather does not allow a complete overhauling of the entire cargo.

I enclose a duplicate report of Commander Parker on the subject, dated January 24, covering a report of survey on the prize, finding her unseaworthy, and a report dated January 30, giving a list of the merchandise found on board and a statement of its discrepancy with the manifest.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. CAMBRIDGE,

Off New Inlet, North Carolina, January 24, 1863.

SIR: The schooner *Time*, from Nassau, with an assorted cargo was taken as a prize by this vessel yesterday. I have put her in charge of a prize crew and ordered her to Beaufort, together with her papers.

From the course the schooner was steering when discovered, the nonappearance upon her manifest of soda, matches, and shoes, already found in her, the contradictory statements of her master, and his apparent anxiety, I have no hesitation in considering the schooner a legal prize, and also that it is my opinion her master (Poland), now on board the *Cambridge*, will, if released, endeavor again to run the blockade. Herewith please find a report of a survey upon the schooner.

I am, respectfully, your obedient servant,

WM. A. PARKER,

Commander.

Acting Rear-Admiral S. P. LEE.

Commanding North Atlantic Blockading Squadron.

U. S. S. CAMBRIDGE,

Off New Inlet, North Carolina, January 24, 1863.

GENTLEMEN: You will hold a strict and careful survey upon the schooner *Time*, now held as prize by this vessel, and report to me her condition, and if found not seaworthy, the causes, if possible (in duplicate).

Respectfully, yours,

WM. A. PARKER,

Commander, U. S. Navy.

Acting Ensigns E. A. SMALL,

S. H. MEAD, Jr.,

DANL. W. GLENNEY.

U. S. S. CAMBRIDGE,

Off New Inlet, January 24, 1863.

SIR: In obedience to your order to hold a survey upon the schooner *Time*, we, the undersigned, beg to report the said schooner leaking badly, her sails old and much out of repair, and her steering apparatus out of

order, and that we do not consider her in a safe and seaworthy condition to be sent North, but recommend her being sent to Beaufort.

Respectfully, your obedient servants,

EDWARD A. SMALL, *Acting Ensign.*
ISAAC FRANCIS, Jr., *Acting Ensign.*
SAML. H. MEAD, *Acting Ensign.*

WILLIAM A. PARKER, Esq.,
Commander, U. S. Navy.

U. S. PRIZE SCHOONER *TIME*, *January 30, 1863.*

SIR: I have overhauled and taken account of the cargo of the prize schooner *Time*, and find it to consist of the following merchandise, viz:

Eight hundred and ten sacks of salt, 25 boxes soap, 20 kegs soda, 4 cases boots and shoes, 10 cases matches, 1 bag matches, 6 corn brooms.

Besides, I found quite a number of bags down next to her skin that were empty, where she has leaked and the salt had dissolved. Her manifest says she has 775 bags salt, 25 boxes soap, 10 boxes matches, and 4 boxes of boots.

I am, very respectfully, your obedient servant,

ISAAC FRANCIS, Jr.,
U. S. Prize Schooner Time.

Captain H. P. CARR,
U. S. Ship William Badger.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding treatment of master and crew.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 6, 1863.

SIR: In reply to the Department's letter of March 23, requiring, in consequence of an enquiry from the British minister, an explanation as to the treatment and detention of the master and crew of the prize schooner *Time*, captured by the *Cambridge* off Wilmington, I enclose two reports,* dated March 27 and April 3, from Commander Parker, of the *Cambridge*.

It appears that the master, chief mate, and, perhaps, the second mate of the *Time* are citizens of the United States, and that the master's complaints of ill-treatment are groundless; that the captured persons received a full ration and no unnecessary restraint; that the alleged consignees of the *Time* have never done business at Beaufort within the memory of the oldest inhabitant.

The *Time* was surveyed when captured and found unfit to go North during the stormy season. This cause of detention will be removed under instructions to take advantage of the approaching mild season and send the *Time* North for adjudication, and to discharge such of the crew as are not needed as witnesses.

The spring so far has been unusually stormy. Such worthless vessels, cleared for Beaufort from the British Islands, are designed to be beached, and often are beached, when they can not run in, if, by so doing, they can escape capture.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

* Not necessary to publish.

Order of the Secretary of the Navy to Commander Crosby, U. S. Navy, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *January 24, 1863.*

SIR: You are hereby detached from the command of the *Sangamon*, and you will proceed to Hampton Roads, Virginia, without delay and report to Acting Rear-Admiral S. P. Lee for duty as captain of the fleet of the North Atlantic Blockading Squadron.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander PEIRCE CROSBY, U. S. Navy,
Chester, Pa.

Reported February 3, 1863.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the inefficiency of the blockade in Chesapeake Bay.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 21, 1863.

SIR: I referred to the senior officer in Yorktown a copy of the letter from Amos Tuck, esq., enclosed in your communication of the 17th, the receipt of which I acknowledged in my No. 79, of January 19, and have received from him a reply (a copy of which I have the honor to enclose), from which it appears that the yawl boat of Captain Lewis Hudgins, therein alluded to as being actively employed in the contraband trade between Accomac County and the mainland, has been an object of suspicion and search with Commander Parker.

I would again respectfully invite the attention of the Department to the want of swift, light-draft steamers, effectually to blockade the extent of indented coast on the Chesapeake below the Piankatank River, where the numerous creeks and inlets, watched only by the *Crusader*, must afford ample opportunity for smuggling operations in canoes and small boats.

These steamers, together with the six asked for in my 92, of January 22, for this immediate vicinity, would enable me to give effect to the blockade of the waters of Virginia.

I have ordered the U. S. schooner *Samuel Rotan* to report to the senior officer in York River for blockade duty.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. MAHASKA,
Off Yorktown, Va., January 21, 1863.

SIR: In relation to the letter of Amos Tuck, esq., to the President of the United States, I have to state that I have long been aware that a contraband trade is carried on between Baltimore and Richmond by way of Accomac County, and have used my best endeavors to put a stop to it.

Hearing about six weeks ago that the yawl boat of Captain Lewis Hudgins was in Horn Harbor, I sent a couple of boats there to cut her out, but when they reached the harbor she could not be found, having been hauled up in one of the many creeks in that vicinity.

The smuggling is carried on principally in large canoes, and is, I learn, on the increase. The truth is, there is not force enough here. The *Crusader* has an extent of coast of about 40 miles to look out for—from the mouth of the Back River to the Piankatank—and steams about 5 knots an hour. There should be at least two more steamers of light draft on the blockade.

I have the honor to be, your obedient servant,

FOXHALL A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Flusser, U. S. Navy, regarding the operations of the enemy on the Roanoke River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 24, 1863.

SIR: I respectfully forward herewith a copy of a report, dated the 17th instant, from Lieutenant-Commander Flusser, commanding U. S. S. *Commodore Perry*, at Plymouth, N. C., concerning the operations of the enemy on the Roanoke River at and above Hamilton, where they are building a gunboat, as he is informed and as he infers from circumstances which he narrates.

I have ordered the *Valley City*, to which he alludes as the most efficient vessel in the sound, to the Norfolk navy yard to receive a new propeller. One of the light drafts from New Berne will be sent on to take her place.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. COMMODORE PERRY,
Plymouth, N. C., January 17, 1863—11 p. m.

SIR: I have received to-day your letter informing me of the capture of the *Harriet Lane*, and directing me to take all measures to prevent surprise and capture of the vessels at Plymouth.

I should much like to have a small steamer to station several miles up the river as a picket, but at present they are all engaged at New Berne or near there.

I have again received information of the building of a floating battery above Hamilton, carrying eight guns. From another source I learn that 300 negroes are employed at some work on the river 6 miles above Hamilton. I shall try to get someone to go there and bring me a correct report. The enemy, in some force, has been in our vicinity for several days past.

Four of the *Valley City's* men went outside of the lines on Sunday last and are supposed to be captured, as they are good men, and have not since been seen.

If the reports of the negroes being at work above Hamilton, in the river, are correct, it must be that they are building something to fight us. They can not be obstructing the river, for that should be done near the battery which is building 4 miles below Hamilton.

The *Valley City* has injured her rudder so seriously that she will be obliged to go to New Berne for repairs; she needs hauling out. I regret the necessity for sending her away, as she is the most efficient vessel in the sound.

I know of no way in which the steam drums of the *Southfield* and *Commodore Perry* can be protected against a 6-pound shot, at close quarters, with wood and one-fourth-inch iron. Again, the engine being above water, needs protection as much as the steam drums. It would require a great deal of heavy iron to protect the vulnerable parts of the engine and boiler.

There are military stations at this place, at Winfield, on the Chowan River, and at Elizabeth City. Neither of these places has a force sufficient to protect it against 200 men, but the commanders depend on the gunboats to hold their positions. If I aid them (and it must be done), I have no spare boats to carry the mails. There are but four boats in Albemarle Sound. There should be at least six. Two are necessary here, as we do not know at what moment we may be attacked.

I wrote you some days since by Mr. Morse, and sent you copies of his vessel's papers; the originals I retained, as I thought it probable the schooner would be released.

The guerrillas are thick now through these eastern counties. They have committed some murders.

I have the honor to be, very respectfully, your obedient servant,
O. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions from the Department regarding firing upon blockade runners.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 21, 1863.

SIR: Lieutenant-Commander Arnold, commanding U. S. S. *Mystic*, the guard ship off Fort Monroe, asks to be informed whether, after he has used every means in his power to prevent vessels from running the blockade, without success, he is justified in firing into such vessels.

I respectfully refer the matter to the Department for decision.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding captures made by the U. S. S. Commodore Morris in Chuckatuck Creek.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 26, 1863.

SIR: I enclose a copy of a report of Lieutenant-Commander J. H. Gillis, commanding U. S. gunboat *Commodore Morris*, dated the 25th instant, relative to several captures lately made by that vessel in Chuckatuck Creek, a small stream emptying into James River near its mouth.

I would respectfully ask the Department what disposition shall be made of such small craft and the persons therein found, when detected in violation of the established rules of this blockade?

But one of those named in Lieutenant-Commander Gillis's report is worth the expense of adjudication.

I suppose it would be best to destroy all such boats, send up the funds and goods for adjudication at a Northern court, and ask General Dix to receive, work, or otherwise punish their crews.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

General views approved. Must enforce blockade and interdict all trade.

W[ELLES].

[Enclosure.]

U. S. GUNBOAT COMMODORE MORRIS,
Off Newport News, January 25, 1863.

SIR: I have the honor to submit the following report with regard to captures made by this vessel in the Chuckatuck Creek, a small stream emptying into the James River near its mouth.

On the 20th instant captured a small sloop, about 10 tons, bound into the Chuckatuck Creek; had on board at the time contraband goods and three persons, viz, S. T. Oliver, owner of the goods; Henry Barrett, captain of the sloop, and a boy named Joseph Marys. The vessel is quite new and in excellent condition, and is worth about \$250. On the 22d instant captured an oyster sloop, called the *John O. Calhoun*, in command of a man by name of White; she also had two other men on board; she was loaded with oysters; she is of about 6 tons, rather old and out of order; worth about \$50. Same day captured the schooner *Harriet* in Chuckatuck Creek; no one on board; she is about 10 tons, quite old; worth about \$100. Same day captured a sloop named *Music*, about 4 tons; has been used to carry the mail between Norfolk and the Chuckatuck and was at the time in charge of a man by the name of Stoneham. On the 23d captured four clinker-built boats, about 18 feet long and 4 feet beam; worth about \$50 each. Also, same day, two small boats of little value. These vessels were taken outside of our established lines. Small bodies of cavalry, I am informed, visit the adjacent country from both sides, but more frequently from the Confederate side.

I am, very respectfully, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival of the bark Mary Lee, in tow of the U. S. S. Lackawanna.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., January 26, 1863.

SIR: I have the honor to report the arrival in the roads yesterday at 1:30 p. m. of the U. S. sloop *Lackawanna*, having in tow the bark *Mary Lee*, found off Cape Henry in distress.

Her commanding officer has not yet reported to me.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

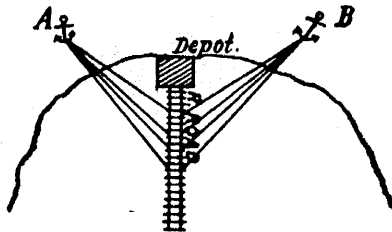
Letter from Commander Murray, U. S. Navy, to the senior officer at Beaufort, N. C., suggesting means for protecting the approach to the railroad depot at that place.

U. S. S. HETZEL,
Off New Berne, N. C., January 26, 1863.

SIR: I would respectfully recommend to the senior naval officer at Beaufort, N. C., that a vessel be so placed as to protect or defend the approach to the railroad depot.

There is no doubt that a large rebel force threatens this city and its vicinity, and a corresponding activity and disposition of the naval forces will be required to prevent a demonstration or drive back the enemy should he make an attack.

It has suggested itself to me, and I respectfully present it to you, that there is no time when one or two of the blockading ships off Cape Fear are not engaged in coaling or provisioning at Beaufort; by a proper disposition of the supply transports, could not the vessels of war so engaged be on the ground best adapted for such protection? For instance, thus:



A and B, supposed position of ships.

A large depot and an important basis of supplies would thus be preserved by the Navy.

General Foster urges some such measure, and, as this could be effectually done by the vessels coming and going for their supplies, I respectfully submit it.

I am, etc.,

A. MURRAY,
Commander, etc.

SENIOR NAVAL OFFICER AT BEAUFORT, N. C.

Report of Commander Murray, U. S. Navy, suggesting means for the protection of New Berne, N. C.

U. S. S. HETZEL,

Off New Berne, N. C., January 26, 1863.

ADMIRAL: In accordance with the urgent request of General Foster, and my personal conviction of the necessity of such a precautionary measure, in view of the large rebel force that now threatens this city and its vicinity, I have suggested to the senior naval officer at Beaufort, N. C., the propriety of placing his supply transports in such positions that when the blockading vessels off Cape Fear come up for supplies they will be enabled while taking them in to protect the railroad depot at Morehead City. I have also suggested that some arrangement be made by which there will always be at least one or two vessels of war at Beaufort.

For the reasons above stated, as well as on account of the insufficiency of the naval force now here in case of an attack, I have ordered Acting Lieutenant Townsend with the *Miami* here temporarily, provided he has received no orders to the contrary from yourself, for the purpose of assisting in the defense of this post during the absence of the army.

I have furnished the *Mount Vernon* with an anchor, she having lost both of her own.

I am, etc.,

A. MURRAY,
Commander, etc.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Major-General Foster, U. S. Army, to Commander Murray, U. S. Navy, announcing the closing of the lines.

HEADQUARTERS EIGHTEENTH ARMY CORPS,
New Berne, January 26, 1863.

SIR: By order of General Foster the lines have been closed. You will please see that no boats leave the town, and recognize no passes either from this or any other office.

I remain, sir, very respectfully, your obedient servant,
SOUTHARD HOFFMAN,
Assistant Adjutant-General.

Commander MURRAY, U. S. Navy.

[Endorsement.]

The officers of the Navy will permit no boats to pass beyond the lines.

A. MURRAY,
Commander and Senior Officer, Sounds of North Carolina.

Order of Commander Murray, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, commanding U. S. S. Miami, to proceed to the defense of New Berne, N. C.

U. S. S. HETZEL,

Off New Berne, N. C., January 26, 1863.

SIR: In the absence of any order to the contrary from Acting Rear-Admiral Lee, requiring prompt action on your part, you will proceed at

your earliest convenience, with the U. S. S. *Miami* under your command, to this place, for the purpose of assisting in its defense for a period of say ten days or during the absence of the army.

I am, etc.,

A. MURRAY,
Commander, etc.

Acting Lieutenant ROBERT TOWNSEND, U. S. Navy,
Commanding U. S. S. *Miami*.

Order of Commander Murray, U. S. Navy, to Acting Master's Mate Hicks, U. S. Navy, to proceed in command of the schooner Edwards to special duty at Elizabeth City, N. C.

NEW BERNE, N. C., January 26, 1863.

SIR: You are placed on board the schooner *Edwards* for the purpose of inaugurating a system of exercises for the large guns temporarily put there for the protection of Elizabeth City.

You will be careful to perform your duty in such a manner as to be least offensive to the professional pride of soldiers.

The crew of the vessel will form the master's and powder divisions.

Consult upon your arrival with Gunner S. D. Hines, who commands a similar vessel, and procure from him the instructions handed to him for his guide, and be governed by them; and whenever in your judgment you can be spared to return you will report yourself to senior naval officer at this place.

Very respectfully, etc.,

A. MURRAY,
Commander.

Acting Master's Mate A. H. HICKS,
Commanding Schooner *Edwards*.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding matters relative to the blockade.

NAVY DEPARTMENT, January 27, 1863.

SIR: I have received your No. 92, in which you ask what disposition shall be made of certain persons who have been engaged in violating the blockade, and of the goods and money found in their possession when captured.

They seem to be proper cases for the action of the prize court, and should be disposed of accordingly.

The Department will call the attention of the Secretary of War to the abuse that is carried on under oyster permits, and also to the contraband trade between Norfolk and other points, as indicated in Lieutenant-Commander Flusser's reports accompanying your Nos. 87 and 88.

You must endeavor to do the best you can with the light-draft steamers that you now have. Continue to exercise vigilance and to capture and send in for adjudication such vessels as are violating regulations, exceeding their permits, trafficking, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Letter of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the strict enforcement of the blockade.

NAVY DEPARTMENT, *January 27, 1863.*

SIR: I have received your No. 101, in which you state that Lieutenant-Commander Arnold, commanding the guard ship off Fort Monroe, asks to be informed whether, after he has used every means in his power to prevent vessels from running the blockade without success, he is justified in firing into such vessels.

To have to resort to this expedient would be painful, but the blockade must be enforced, and if vessels disregard all other warnings and measures they must suffer the consequences.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding an expedition to Chuckatuck Creek for the interception of traffic and mails between Norfolk and Richmond.

U. S. GUNBOAT COMMODORE MORRIS,
Off Newport News, January 27, 1863.

SIR: I have the honor to report that on the 22d instant an expedition that I had sent up the Chuckatuck Creek returned, having obtained some important information in regard to the manner in which the mails were carried between Norfolk and Richmond, as also the manner in which goods were sent from Norfolk through our lines.

It appears that a regular trade has been carried on by means of small boats, ostensibly employed in oystering and fishing, having passes for that purpose signed by the provost-marshal of Norfolk, by order of Brigadier-General Viele.

The mails and goods have been received from the boats in the Chuckatuck Creek and forwarded from thence by two men named Joseph Grey and Reddick, or Reddrick, the latter person attending to the transportation after the goods and mails are landed and furnishing teams for that purpose.

The expedition succeeded in capturing several small vessels and boats, a list and description of which I send herewith.

During the time I have been stationed off the Nansemond River, I have kept boats out on picket, using for that purpose the sloop captured on the 20th instant by this vessel. I find her to be well adapted to that kind of service.

I have taken and destroyed all the boats and vessels I have been able thus far to find outside of our lines. I have information, however, that there are several more small vessels farther up the Chuckatuck Creek than my boats have yet been, and, if it meets your approbation, I intend to send an expedition up as far as the boats can go. I have also received information that during the night of the 24th instant a large quantity of goods were transported across the Nansemond, about 12 miles from its mouth, at a place called Western Branch.

I intended to send an expedition up there last night, but was prevented on account of its being necessary for me to go on picket with my vessel.

I have succeeded in obtaining the services of a negro who is perfectly familiar with every portion of the country in Nausemond County along the Chuckatuck Creek, and thus far he has proved more reliable than the intelligent contrabands generally do.

In order to prevent mails and goods being transported across the Nausemond the greatest vigilance is necessary, and it is indispensable that at least one small boat be kept off the mouth of the Chuckatuck Creek at night. I have two boats admirably adapted to this kind of service, they being of light draft, very fast, roomy, and comfortable; they were used before their capture to carry mails and contraband goods.

I would respectfully mention the energy and intelligence displayed by the officer who has had charge of the several expeditions I have sent out, Mr. P. B. Low, acting ensign.

I am, very respectfully, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News.

[Telegram.]

FORT MONROE, VA., *January 27, 1863.*

The Richmond Inquirer of this morning has the following:

GOLDSBORO, N. C., January 25, 1863.

A respectable refugee, just arrived from Beaufort, reports the abolitionists' fleet, ninety-two sail, including two monitors and six other ironclads, in Beaufort Harbor. Also that 52,000 abolitionists are encamped at Morehead City and Carolina City. General Robertson has just returned to Kinston from a reconnoitering expedition through Jones and Onslow counties. He reports that a company of cavalry, Captain Perkins, surprised a party of abolitionists last Friday at Big North-east Bridge, near Jacksonville, Onslow court-house, killing 1 captain and 5 privates and routing the balance. No loss on our side.

JOHN A. DIX,

Major-General.

Major-General H. W. HALLECK,

General-in-Chief.

Report of Lieutenant-Commander De Haven, U. S. Navy, regarding the condition of the U. S. S. Penobscot.

U. S. GUNBOAT PENOBSCOT,

Off New Inlet, January 27, 1863.

SIR: I feel that I owe to myself, as well as to the officers and crew under my command, to state to you the condition of this vessel in as few words as possible.

We have no sufficient armament. Our XI-inch Dahlgren gun is disabled, and can not be repaired without being taken from the carriage.

The decks leak so badly that the men can not sleep in their hammocks in rainy weather, and the water often stands an inch or more deep on the berth deck. Not only water goes through the decks, but in scrubbing the decks sand readily goes through the seams.

We have no galley fit to do the cooking for the ship's company, ours having been condemned by survey more than three months ago and nothing has been done to it since.

By collision with the *Genesee* we lost our head, and we have not the roundhouses to accommodate the men.

In consequence of lying aground two days at Shallotte Inlet last June, several knees amidships were split and have started from the wood considerably, rendering the ship unsafe in a sea. I send you herewith the report of the senior engineer. I would respectfully request that the vessel may either be surveyed by a competent board or sent to some Northern port for repairs.

I am, respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant-Commander.

Captain B. F. SANDS,
Senior Officer off Wilmington.

U. S. GUNBOAT PENOBSCOT, *February 4, [1863].*

Being unable to communicate with Captain Sands, of the *Dacotah*, this letter is respectfully submitted.

Very respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant-Commander.

Commander WM. A. PARKER,
Senior Officer off New Inlet, North Carolina.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of captured schooners.

NAVY DEPARTMENT, *January 28, 1863.*

SIR: Your No. 110, enclosing Lieutenant-Commander Gillis's report of several captures of small vessels in Chuckatuck Creek, has been received. The general views expressed in your dispatch as to the disposition of these vessels, their crews and cargoes, meet with the Department's approval. The blockade must be enforced and all trade interdicted.

Your No. 111, relating to the capture of a small schooner or pungy, called the *William H. Harrison*, has also been received. You must judge of the merits of this case. If, in your opinion, the boat has gotten innocently into difficulty through the pass of General Viele, it may, at your discretion, be released and permitted to return. No exporting or trafficking can be allowed.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding United States vessels.

NAVY DEPARTMENT, *January 28, 1863.*

SIR: Your No. 109 has been received.

The *Iroquois* and *Dacotah* should be engaged in blockade duty on the coast. The brig *Perry* and tug *Violet* have been ordered to join your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding the plates from the wreck of the U. S. S. Columbia.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 28, 1863.

SIR: The rebels should not be allowed, if it can be prevented, to get the iron plates from the wreck of the U. S. S. *Columbia*, to plate their gunboats with.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Captain B. F. SANDS, U. S. Navy,
Commanding U. S. S. Dacotah, off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding prize schooner.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 28, 1863.

SIR: * * * On the 13th I instructed Captain Sands as follows:

Instruct Lieutenant W. B. Cushing to report here in person for duty. The prize schooner he has should be disposed of in the regular manner if seaworthy and worth the expense of adjudication; if not, order a board to ascertain facts, and report them with their recommendations.

As Lieutenant Cushing is at New Berne, you will carry out the above instructions.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding a method for protecting ironclad gunboats.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 28, 1863.

SIR: I enclose a copy of a communication from Acting Rear-Admiral D. D. Porter to the Department, relative to a method adopted by him to protect ironclad gunboats from shot.

Let this information be communicated to the commanding officers of vessels with iron-plating. The *Minnehaha* has arrived with the superfluous ordnance stores, and will be discharged. The *John Lenthall* is chartered as a regular navy transport.

Respectfully yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEX. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON,
Arkansas Post, January 12, 1863.

SIR: I beg leave to mention a circumstance that I deem of great importance at this moment. I did not mention it in my general report from prudential motives.

Before I sent the vessels under the fort I ordered the iron plating on the pilot houses and casemates to be covered with a coating of tallow.

This rule was followed, even on the small light-draft vessels, generally called "tin clads." The *Rattler* was struck fair on her iron covering (only three-fourths of an inch thick) by two IX-inch shells, which flew upward without scratching the iron.

The *Cincinnati* was struck eight times on her pilot house with IX-inch shell, which glanced off like peas against glass. The *Baron de Kalb* was the only one that had a casemate broken in, and that was done by a continuous hammering of three hours with solid shot from the fort.

I am perfectly convinced that a coating of tallow on ironclad gunboats is a perfect protection against shot if fired at an angle. The experiment is worth being tried.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Parker, U. S. Navy, transmitting report regarding the attempt to cut out the brigantine Fanny Lewis.

U. S. S. CAMBRIDGE,
Off New Inlet, N. C., January 29, 1863.

SIR: * * * I enclose herewith the report* of Mr. Orswell, first assistant engineer in charge, also the report of Acting Ensign Small, in relation to a boat expedition which I ordered on the night of the 26th instant, to cut out the brigantine *Fanny Lewis*, now lying about one-fourth of a mile above the battery on Zeek's Island and one-half of a mile from Fort Fisher. The officers engaged showed proper zeal, yet the expedition was unsuccessful on account of the shoalness of the water.

* Covered by report of Commander Parker.

I enclose two letters to Acting Volunteer Lieutenant Couthouy, taken prisoner from the U. S. S. *Columbia*.

I also enclose the report* of Acting Volunteer Lieutenant Commanding James Trathen, detailing the cause of his extended delay at Beaufort.

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

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, January 28, 1863.

SIR: In obedience to your order to capture and, if possible, destroy a brig lying in the river off Fort Fisher, on the night of the 26th of January, at 8 o'clock, I left the ship and proceeded in a southwesterly direction toward Smith's Island to find, if possible, a passage across the shoal into the main channel at New Inlet. Having a boat and crew of seven men, and accompanied by another boat under command of Mr. Glenney, with a crew of six men, I pulled up from Smith's Island along the breakers till abreast of its northern extremity, where I found a passage with breakers each side, through which the sea did not seem to break much. I kept in through it, sounding as I went, carrying 5 and 6 feet water through, and deepening to 8, 11, and 13 feet, the course through W. N. W. Here I found myself separated from the other boat, and returned through the passage to look for her; searched for nearly an hour, and not finding her, I determined to proceed alone. I returned again in through the passage, and, when well inside in smooth water, saw the brig bearing N. N. W. I steered for her, carrying on that course 8 to 12 feet to abreast of Zeek's Island, the center bearing W. by S. Here I anchored the boat, waiting for the moon to go down, after which I proceeded on. Having gone on till the north point of Zeek's Island bore W. by S., found the water shoaled suddenly to 2½ feet. Returned to the southward and deepened. I then tried for a passage farther to the eastward and found one that I thought might take me through, but, after following it a short time, the water shoaled again to 2½ feet. I then pulled back and sought for a passage close to the island, and found a good boat channel with 6 to 12 feet and followed it till abreast of the northeast part of the island, where I suddenly opened a battery of three guns on which lights were being moved about as if posting sentries. The channel round this part of the island did not appear to be more than 100 yards wide. Not thinking it prudent to pass the battery, and not having time to continue the search for another passage, as it was then 3 o'clock, I returned to the ship without accomplishing what I had undertaken, but which I do not hesitate to say might easily have been done had there been water enough to allow me to cross. The current while on the shoal set to the N. N. E., and very strong to N. N. W. when the flood tide made.

I am, sir, your obedient servant,

E. A. SMALL,
Acting Ensign, U. S. Navy.

Commander WM. A. PARKER, U. S. Navy.

* Not necessary to publish.

Letter from Captain Sands, U. S. Navy, to Commander Murray, U. S. Navy, regarding measures for the protection of army depot at Beaufort, N. C.

U. S. S[TEAM] SLOOP DACOTAH,
Beaufort, N. C., January 29, 1863.

SIR: Your communication dated 26th instant, relating to the stationing the blockading vessels near the army depot of stores for its protection when they arrive here for supplies of fuel, etc., has been this day received.

Upon your suggestion I have directed the *Daylight*, now here, to take up such position while taking in her coal, etc., and will give similar directions to the other vessels as they come to do so likewise.

I can not detach any vessel from the blockade for that purpose, but while they are here they can render effective service in the way you suggest.

Respectfully, etc., your obedient servant,

B. F. SANDS,
Captain, Senior Officer off Wilmington.

Commander A. MURRAY, U. S. Navy,
Senior Officer Blockade, Sounds of North Carolina.

Letter from Brigadier-General Wessells, U. S. Army, to Commander Murray, U. S. Navy, requesting assistance for the steamer Eagle.

HDQRS. EIGHTEENTH ARMY CORPS, January 29, 1863.

COMMANDER: The steamer *Eagle*, with Government stores and contrabands from Washington, N. C., is aground below the blockade.

The Quartermaster's Department has not a single vessel afloat to be sent to her assistance. Will you kindly, if possible, send a gunboat to her assistance?

Yours, very respectfully,
H. W. WESSELLS,
Brigadier-General Volunteers, Commanding.

Commander A. MURRAY,
Senior Naval Officer, Sounds of North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, transmitting for distribution consular information regarding blockade runners.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 29, 1863.

SIR: I enclose herewith (for distribution among the blockading vessels, several to each) copies of extracts received by me yesterday from the Department, regarding the screw steamer *Miriam*, from London, with 27,640 rifles and many other contraband articles for the use of the Confederates; steamers *Peterhoff*, *Banshee*, *Granite City*, *Georgianna* (with description), with a recapitulation of the names of thirty-four steamers lately purchased to violate the blockade, in addition to the names of twenty-two others which have been for some time engaged in the business. I have sent to the senior officer off New Inlet and the

coast north of that copies of the enclosed for distribution among the naval vessels there.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Comdg. U. S. S. Dacotah, or Senior Officer off Wilmington, N. C.

Please acknowledge receipt of these and all other extracts.

*Report of Captain Sands, U. S. Navy, referring to the prize vessels
Holmes, Brilliant, and J. C. Roker.*

U. S. S. DACOTAH,

Beaufort, N. C., January 30, 1863.

SIR: I have to acknowledge the receipt to-day of your several communications, viz: Dated 13th January and duplicate, relating to Lieutenant William B. Cushing, his prize, and the prizes *Brilliant* and *J. C. Roker*; 20th January, relating to Acting Second Assistant Engineer William [H.] Whiting; 21st January, about wrecked steamer *Columbia* and her signal book; 22d January, in regard to parole of rebel officers captured by vessels of your squadron.

I have sent orders to Lieutenant Cushing, under cover to Commander Murray, to report to you in person at Hampton Roads.

His prize, the schooner *Holmes*, was rebel property, captured in rebel waters, and is a clear prize. I am informed by Acting Master Carr that she is a sound and good vessel, and would sell here for \$1,500 or \$2,000. She is now in his charge and awaits your further directions in reference to her. He says she would be quite a serviceable vessel here in lightering and for a tender in these waters.

The *Cambridge* and *Daylight* were the vessels that captured the *Brilliant* and *J. C. Roker*, and I will transmit to Commander Parker your directions in regard to his action in their case.

Acting Second Assistant Engineer William [H.] Whiting has not yet reported.

In regard to the wrecked steamer *Columbia*, I forwarded by last mail the reports in duplicate of Lieutenant-Commander De Haven, commanding the U. S. S. *Penobscot*, of the loss of the *Columbia* and rescue of most of her crew, and of Commander W. A. Parker, of his action in the case.

In regard to the signal book* nothing can be ascertained, but, in view of the probable possession of it and the set of Ooston signals by the rebels, I at once saw the necessity of changing our private night signals and distinguishing lights to guard against the escape of a rebel or neutral under our signals, of which I reported to you in my communication marked No. 2, dated 26th January, 1863.

I have given your directions in regard to the parole of rebel officers captured by the vessels of your squadron off Wilmington.

Very respectfully, your obedient servant,

B. F. SANDS,

Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

* See p. 437.

Unofficial report of Captain Sands, U. S. Navy, commanding the U. S. S. Dacotah, of the narrow escape of that vessel from grounding.

U. S. S. DACOTAH,
Beaufort, N. C., January 30, 1863.

MY DEAR LEE: By my official report sent you by this mail you will learn how near I have been to a very great disaster to my ship. The pilot that I received from the *Miami* had completely lost his head when we touched upon the bar, and if I had not stopped and reversed the engines as promptly as I did I would have never gotten off the breakers, but would inevitably have gone to pieces, for very soon after I anchored inside the harbor a heavy southwester came up and made a terrible sea on the bar, preventing the army expedition from sailing as it was intended that morning. After I received another pilot (who brought me in) the embarrassment of the *Miami's* pilot was accounted for by the information the second one gave of the shifting of the outer buoy in the last severe gales they have had here, to the distance of some 300 yards. This should have been replaced immediately after it was known, and I will endeavor to take measures to have it done, for if a pilot is embarrassed by its being out of place, what incalculable danger to those who are by stress of weather obliged to try to enter without one.

I grounded on the same breakers that came near finishing the *Montauk*, which vessel was aground and thumped heavily for some time, being obliged to have the assistance of tugs to get her off, and for the same cause—the misplacement or shifting of the buoy—which should have been a warning to have it replaced.

I am happy to say that I can not discover any material damage to the *Dacotah*, or anything that will prevent my going ahead in my duties of the blockade; and I am now pushing on with my coaling and will be off again for my station as soon as possible.

I would not have had this happen for worlds, especially at this time, when we are all looking for active work down here. It would have been not only a disaster to my vessel, but it would have put me hors de combat, which I would have felt even as keenly as the loss of the good old ship. I could see her riddled by shot, but to go to pieces ignobly in these breakers would have been a heavy blow to me. You may imagine my joy when I found she had not sprung a leak in the shocks she had sustained. Not a drop more than usual has she made since the grounding, though she must be very severely strained. She will have to have her new boilers (which are ready in Boston) next spring, and then she can go into dock to ascertain the damage sustained. My great desire is that she may not be out of this approaching conflict.

The order detaching Chief Engineer Peltz, which did not come to hand till yesterday, is another disappointment to me. I lose my right-hand man in being deprived of him, especially as the ranking engineer is an elderly man, without much practical experience, except as a superintendent of a machine shop. I have therefore sent an application for a regular chief or first assistant to take charge of the engines, which I beg you to forward and approve. You will find Mr. Peltz a most valuable officer. He has already saved much expense to the Government in the preservation of our own boilers and engines, besides what he has been able to do in his department on the other vessels of our section of the blockade.

Your letters (official and others) are most unaccountably long upon

the way sometimes, and from the appearance of the envelopes pretty badly used en route.

* * * * *

Yours, truly and sincerely,

B. F. SANDS.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—The expedition * got out beautifully yesterday afternoon, eight side-wheel steamers, fourteen propellers, and twenty-six schooners. General Foster commands. I had a pleasant and long interview with him on board the *Dacotah*. We had been before associated upon duty and were old acquaintances.

Yours, etc.,

B. F. S.

Joint expedition to Hertford, N. C., January 30–February 3, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Flusser, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 20, 1863.

SIR: I enclose herewith an interesting report, dated February 4, from that excellent officer Lieutenant-Commander Flusser, of the *Commodore Perry*, regarding recent operations in the Roanoke River, an expedition to Hertford, the destruction of bridges there, the contraband trade in Albemarle Sound, etc.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. COMMODORE PERRY,
Plymouth, N. C., February 4, 1863.

SIR: I ran up to Jamesville on the 29th ultimo to see if the regiment reported to be there were fortifying, Jamesville being one of the best positions on the river from which to annoy gunboats, and rather too near Plymouth to allow the enemy to hold it quietly. We saw some picket stations on the bluffs, but none of the enemy. The banks were shelled as we ascended the river. I did not deem it prudent to land. I shall go or send a boat up occasionally to prevent fortifying.

On the 30th ultimo I left Plymouth with fifty soldiers of the Twenty-seventh Massachusetts, under Captain Sanford, landed the same day at Hertford with about ninety men, marched 8 or 10 miles, destroyed two bridges over the Perquimans River, and returned to Plymouth the same night.

There are now no bridges remaining on the Perquimans, so that the goods sent from Norfolk to the enemy on the south side of the Chowan (by whom they are conveyed to Richmond) have to be passed over a ford, and the roads leading from that ford can be guarded by the troops at Winfield.

* See p. 514.

There has been a great deal of contraband traffic in Albemarle Sound and its rivers, carried on by small boats, which keep close inshore and push into a river, creek, or swamp if seen by a gunboat.

On the 2d instant I left Plymouth and anchored near the mouth of the Yeopim River. Two armed boats were sent in, one going up the river and the other up the creek. We succeeded in capturing three boats, two loaded with salt and some other articles of small value. Their crews escaped. The boats are stout and good and might perhaps sell for something at New Berne. I have not yet heard from you in the case of the schooner *George W. Grice*.

The *Delaware* arrived here on the 2d instant to tow the *Valley City* to Hampton Roads. On the same day the Forty-fourth Massachusetts Regiment, Colonel Lee, also arrived. I requested Colonel Lee to go up in the gunboats and we would make a joint attack on the battery at Rainbow Bluff. We have force enough to whip them. I detained the *Delaware* to form one of the expedition, but after taking two days to make up his mind, Colonel Lee decided not to go. The *Delaware* leaves to-day.

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

O. W. FLUSSEB,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

Thinking it due to Colonel Lee and Massachusetts regiment, I lost no time in obtaining an interview with commanding general. I learned that Colonel Lee's instructions forbid his going beyond Jamesville, or at most, Williamston, the general not thinking he was in sufficient force to make offensive demonstrations, as a large force might be concentrated in their rear from Tarboro.

Respectfully,

A. MURRAY,
Commander, etc.

Order from Major-General Foster, U. S. Army, to Colonel Lee, U. S. Army.

HDQRS. DEPT. NORTH CAROLINA, 18TH ARMY CORPS,
New Berne, January 31, 1863.

COLONEL: You will embark your command to-morrow morning at 7 o'clock on the steamer *Northerner* and proceed directly to Plymouth, N. C.

The *Massasoit* will be at the wharf at the foot of Middle street for the purpose of transferring your regiment to the *Northerner*.

Upon your arrival at that place you will assume command of the post, and immediately after consultation with Captain Flusser, U. S. Navy, and Major Bartholomew, Twenty-seventh Massachusetts Volunteers, take the necessary steps to drive in the enemy's pickets.

It is reported here that the enemy is in force (about 1,000) at Jamesville. Should you find this report corroborated by the information you may receive at Plymouth, you will advance on that place and whip the enemy; and if, upon consultation with the above officers, it should be deemed advisable, you are authorized to advance as far as Williamston.

It is necessary that the advance should be made very shortly after your arrival, so that the enemy may not receive information of your arrival at the place, and you are therefore advised to close the lines.

Captain Flusser, U. S. Navy, will furnish you with some boat howitzers and crews, and he, as well as Major Bartholomew, are strongly recommended to you from their long experience at the post.

Much, of course, must be left to your own discretion, and the greatest confidence is placed in your judgment and abilities. The general's desire is to drive the enemy back and prevent his annoying our forces at Plymouth.

Yours, very respectfully,

SOUTHARD HOFFMAN,
Assistant Adjutant-General.

Colonel FRANCIS L. LEE,
Commanding Forty-fourth Massachusetts Volunteer Militia.

Report of Colonel Lee, U. S. Army, commanding Forty-fourth Massachusetts Infantry.

HDQRS. FORTY-FOURTH REGT. MASS. VOL. MILITIA,
Camp Stevenson, New Berne, February 14, 1863.

CAPTAIN: I have the honor to report that in obedience to order of January 31, 1863, I embarked my command on steamer *Northerner* and arrived at Plymouth, N. C., at 4 p. m. on February 2.

* * * * *

Commodore Flusser arrived on the evening of the 2d February, and after consultation I arranged to go with my regiment on his three gun-boats to Williamston, starting the next morning at 7 o'clock and landing at Williamston or Jamesville as might be thought best, the landing party to be supported by three boat howitzers and their crews, under command of Lieutenant Furniss, of the *Valley City*. On the following morning a drifting snowstorm rendered any advance by land or water impossible; the impassable state of the roads also prevented an expedition to Windsor to confiscate bacon packed for rebel use.

* * * * *

Yours, with respect,

FRANCIS L. LEE,
Colonel, Commanding Forty-fourth Regt. Mass. Vol. Militia.

Captain ANDREW STEWART,
Assistant Adjutant-General.

Abstract log of the U. S. S. Commodore Perry.

January 25, 1863.—At 3:30 p. m. entered the mouth of Roanoke River.

January 29.—Meridian to 4 p. m., steaming up the Roanoke River. At 1:10 p. m. commenced shelling the woods from our forward battery. At 2:10 arrived off Jamesville, ceased firing and returned down the river. At 3:20 came to anchor off Plymouth.

January 30.—At 4:45 a. m. sent cutter and launch ashore. At 5:30 they returned with fifty-one soldiers of the Twenty-seventh Massachusetts Regiment, Captain Sanford and Lieutenant Briggs. Steamed down the river, and at 10:30 came to anchor off the town of Hertford. Landed the soldiers and thirty sailors belonging to the boat under

command of Captain Flusser. At 1 p. m. manned two boats, went on shore, and destroyed a bridge across the Perquimans River. From 4 to midnight, expedition returned.

January 31.—Came to anchor off Plymouth and sent soldiers ashore.

February 2.—At 9:30 a. m. came to anchor off the mouth of Yeopim River; sent two armed boats away in charge of Acting Master H. A. Phelon and Ensign W. P. Burke. At 12:15 Acting Master Phelan returned with two sailboats loaded with salt and other contraband goods.

Report of Commander Parker, U. S. Navy, of breach of blockade by a small steamer.

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, January 31, 1863.

SIR: I have to report that this morning at early daylight a small two-masted steamer was discovered near Fort Fisher, inside of New Inlet, bearing the rebel flag at her main and the English flag at her fore, the *Cambridge* being underway cruising at the time. She had apparently run the blockade during the night. The weather was misty. I have also to report that Fort Fisher fired a salute of twenty-one guns at 4 p. m. this day.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Major-General Foster, U. S. Army, to Commander Murray, U. S. Navy, regarding the granting of passes.

HDQRS. DEPT. OF NORTH CAROLINA, 18TH ARMY CORPS,
New Berne, January 31, 1863.

SIR: The commanding-general directs me to inform you that the lines may be reopened to-morrow. You will please recognize no passes except such as are granted at these headquarters.

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

S. HOFFMAN,
Assistant Adjutant-General.

Commander MURRAY, U. S. Navy,
Senior Naval Officer, Sounds of North Carolina.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding restriction of illicit trade.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, January 31, 1863.

ADMIRAL: Will you oblige me by sending an officer to confer with General Viele, at Norfolk, in regard to illicit trade. The privilege of trading has been abused, and I am desirous of surrounding it with all possible safeguards.

I have given no permits to introduce goods into Norfolk since the 17th instant, and think I shall confine commercial transactions there hereafter to retail dealers.

I have the honor to be, very respectfully, yours,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Murray, U. S. Navy, regarding affairs in the sounds of North Carolina.

U. S. S. HETZEL,
New Berne, February 1, 1863.

ADMIRAL: I enclose two letters* from Lieutenant-Commander Flusser, to which I respectfully call your attention. The want of strong vessels is much felt now in the sound. A large force of the enemy is in front here and I have ordered the *Miami* up from Beaufort to reinforce until return of expedition. No better use, I think, can be made of her at this time and she is a tower of strength to us. At Plymouth the enemy is said to be picketed into the very town, and I do not doubt their intention to attack Flusser, but I may be in error, and they are there for feed, and their naval floating fort a scarecrow. Let us, if we can, be prepared for either. Elizabeth [City] is guarded on the water by two schooners of war, which I have improvised for the purpose of concentrating the vessels in Albemarle Sound. I am now preparing another for Winfield. This is all done at the cost of the army and by me as commander of the army armed transport. I am about to place an army transport at Beaufort to aid such vessels of war as may be in for coal and provisions in defense of the railroad depot. (I have written and arranged a programme with Captain Sands for that purpose.) This will compensate in a measure for taking away temporarily the *Miami*.

Your obedient servant, etc.,

A. MURRAY,
Senior Officer, Commanding Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Commander Murray, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding efforts to strengthen the position of the latter.

U. S. S. HETZEL,
New Berne, N. C., February 1, 1863.

DEAR FLUSSER: I received your letters for the admiral to-day, just after the departure of the mail, and can not guarantee them a speedy arrival at headquarters. But I have arranged that a regiment is to go up, and I hope to increase your gunboat force a little also; at all events you will keep the *Delaware* (which goes to take the *Valley City*

* See pp. 447, 474.

to Hampton Roads) as long as you are in danger of an attack. I have already sent two gun schooners to Elizabeth and am preparing another for that place on the Chowan, enabling you to mass your force, such as it is. I will try also and do more, for I regard your position as assailable in the highest degree. I have taken the responsibility of ordering the *Miami* back from Beaufort for use here, and may be finally enabled to spare the *Commodore Hull* to strengthen you. Something must be done to render your position tenable or we must evacuate it. The admiral is gradually weakening us when he should strengthen. I shall write to him next mail on the subject. I am surprised to hear you say in your other letter about the schooner *G. W. Grice* that you doubt your right to open packages. You have not only a right, but it is your duty in case your suspicions are aroused. Investigate.

Yours, truly,

A. MURRAY.

Lieutenant-Commander O. W. FLUSSER,
Commander of Naval Forces, Albemarle Sound.

I expect I have neglected the subject or to force it on his mind.

A. M.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information of proposed breach of blockade at Little River and Shallotte.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 2, 1863.

SIR: I beg leave to enclose a copy of a report* of Acting Volunteer Lieutenant E. Hooker, commanding U. S. S. *Victoria*, dated January 2, off Wilmington, in relation to vessels at Little River and Shallotte loaded and ready to run the blockade, and also covering a boat reconnaissance up Little River.

Captain Sands reports to me, under date of January 5, that the *Maratanza* and *M. Vassar* are stationed in that vicinity to look out for these vessels. I now require that weak vessels shall not be on duty beyond reach of prompt support.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Acting Master Harris, U. S. Navy, commanding U. S. S. Stepping Stones, regarding military operations near Suffolk, Va.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 5, 1863.

SIR: I beg leave to transmit herewith a copy of a report, dated February 2, from the commanding officer of the guard vessel *Stepping Stones*, in Nansmond River, regarding late military operations in the vicinity of Suffolk, Va.

* See p. 397.

I have directed that he be supplied with the two 12-pounder howitzers he asks for, with their equipments.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. STEPPING STONES,

Nansemond River, Virginia, February 2, 1863.

SIR: I have the honor to acknowledge the receipt this day of 12 tons of coal per army transport *Seguin*.

There are no returns of arrivals or departures for this week.

This section for the past ten days has been in a state of expectancy, anticipating an attack. On the 21st received a communication from the adjutant-general stating that they were momentarily anticipating an attack and the general would rely upon the *Stepping Stones* to prevent the rebels crossing at the road above Western Branch or hold them in check long enough for him to be prepared to meet them and prevent their taking him in the rear. On the 28th the enemy were within 6 miles of the town [Suffolk] on the Whitmarsh road, and the general, having more definite ideas of his plans, expressed himself desirous that I should move up nearer the town to a point that would command the Providence Church road and assist the Wisconsin battery should they attempt a movement [by] that road while engaged on the Whitmarsh. 4 a. m. the 29th the Federal troops under General Corcoran, consisting of two batteries of artillery, 1,200 cavalry, and 4,000 infantry, met the enemy and fought until daylight, mostly artillery. The enemy fell back some 2 miles, and again at 10 o'clock they engaged with artillery and infantry. They remained at that point until 1 and then fell back to Carrsville. The cavalry advanced to that point and, the enemy falling back toward the Blackwater, they returned and the forces arrived back at Suffolk on the morning of the 30th. Casualties about 100, killed 27. The loss of the enemy has not been ascertained; captured only five prisoners; some deserters have come in since. They were under the command of R. A. Pryor, in person, and were about 3,000 infantry, 600 cavalry, and seven pieces of artillery, which was his whole force, leaving only a small detachment of convalescents in camp at Franklin. There are no troops at Petersburg above a police guard to perform that duty in the works; the remainder of Pryor's and that force have gone to North Carolina.

In this connection, I would desire to state that probably sooner or later there will be an attack upon Suffolk in force. They have there sixty-one pieces of artillery and a large amount of ordnance, commissary, and quartermaster stores, which would be very acceptable to them could they get possession, and the general seeming to have great confidence in our present little armament, should the opportunity occur, I would like to be sure of performing my allotted duty, not only creditably, but successfully. There is abundance of room for two more smoothbore 12-pounder Dahlgrens on field carriages, and these, with our present armament, would fire a force equal to two sections of a light battery, and for this service quite as efficient as heavier guns.

Very respectfully, your obedient servant,

T. A. HARRIS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, regarding copies of blockade instructions and the disposition of the crew of the Columbia.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 2, 1863.

SIR: Captain Case in the *Iroquois* is ordered to report to you for duty on the blockade off Wilmington. I desire Captain Case to be stationed on the north side of the shoals and to conduct the blockade of New Inlet and the adjacent inlets to the northward of it requiring blockade. Receive from Commanders Scott and Parker duplicate copies of my instructions to them regarding the conduct of the blockade, one copy for yourself, the other to Captain Case. You will each add to these a copy of such instructions on the subject as you have received or may receive from me (all of which had best be copied in the order of their dates in a book). This record should be kept up, ready for transfer always to a successor. For this purpose, also give Captain Case a copy of my orders to you on the subject of the blockade. The *Cambridge* and *Penobscot* have, together, about forty-five of the *Columbia's* crew and officers. Fill up the *Daylight's* complement and supply the deficiencies of other vessels so far as these supernumeraries will answer. Report what disposition you make of each person (giving his rank or rate) from the *Columbia*. Were the paymaster's books saved? Contrabands are to be considered as a part of the complement of vessels under the general order of the Department of December 18, 1862. Funds will be sent to Paymaster Whittemore for each vessel on the blockade on receiving requisitions for the quarter (in a communication from you and another from Captain Case), showing what amount is needed for each vessel, and accompanied by a report showing what amount each vessel had at the date of the requisition, which should be on the first day of the quarter. The catastrophe of the *Hatteras* shows that a weak vessel should not be assigned to duty beyond ready support. The blockade of the main bars requires to be kept strong.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

*Commanding *Dacotah*, Senior Officer off Wilmington.*

P. S.—Report, for facility of sending mail, what vessels are on the blockade north of Cape Fear, and what on the blockade south. Whatever changes are made, let me be promptly informed.

S. P. LEE,

Acting Rear-Admiral.

Letter of appointment as pilot, U. S. Navy, from Acting Rear-Admiral Lee, U. S. Navy, to George F. Bowen.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 2, 1863.

SIR: You are hereby appointed a pilot in the U. S. Navy, on temporary service, this appointment to take effect from the 2d of December, 1862, at which time, under the authority of the Navy Department, you were sent to me by Mr. George W. Blunt, of New York, for service in this squadron as a Wilmington pilot. By authority of the Navy Department, dated January 8, 1863, you will receive pay at the rate of \$100

per month, and the mess entertaining you will be allowed \$1 per day for the time you may be connected with it. Execute the enclosed oath and return it to me, with your acceptance of this appointment.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Pilot GEO. F. BOWEN,
U. S. S. Monticello.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Case, U. S. Navy, commanding U. S. S. Iroquois, to proceed to blockade duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 2, 1863.

SIR: Proceed with the *Iroquois* under your command to the blockade off Wilmington and report for duty to Captain Sands, to whom you will deliver the enclosed order, retaining a copy of it for your own guidance.

Respectfully, yours,

S. P. LEE,

Rear-Admiral, Commanding North Atlantic Blockading Squadron.
Captain A. L. CASE, U. S. Navy,
Commanding U. S. S. Iroquois.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 2, 1863.

SIR: Send the *Miami* here with all practicable dispatch.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Report of Commander Murray, U. S. Navy, regarding the temporary withdrawal of vessels from his command.

U. S. S. HETZEL,
New Berne, N. C., February 2, 1863.

ADMIRAL: In relation to the new boilers made for the *Ceres*, I would respectfully suggest that the boiler of the *Lockwood* is in condition to condemn, and she has more boiler room and is 40 tons larger than the *Ceres*. The result of an examination ordered to ascertain the boiler capacity of the *Lockwood* goes to show that the new boiler can be easily adapted for the *Lockwood*, if not entirely so now. I would again respectfully call your attention to the *Seymour* and *Lockwood* and advise that they be relieved temporarily by other vessels of at least equal force, varying from 6 to 7½ feet draft. The temporary withdrawal of the *Delaware* and *Valley City* is crippling to us, but it can not be helped.

If all the lame were sent home for repairs without reliefs, our force would be inadequate, as you will see by reference to the reports.

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

A. MURRAY.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Commander Murray, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Delaware, to proceed to Plymouth, N. C.

U. S. S. HETZEL,
New Berne, N. C., February 2, 1863.

SIR: Proceed to Plymouth, N. C., and report to Lieutenant-Commander Flusser, or the senior naval officer present; thence at the earliest practicable moment, in company with the *Valley City*, you will execute the order of which the above is a copy, reporting on your arrival to Acting Rear-Admiral Lee.

Respectfully, your obedient servant,

A. MURRAY,

Commander, etc., Senior Officer Sounds of North Carolina.

Acting Volunteer Lieutenant A. P. FOSTER,
Commander of U. S. S. Delaware, New Berne, N. C.

Report of Commander Collins, U. S. Navy, regarding the sailing of the schooner Blanchette from Nassau, New Providence.

U. S. Gunboat OCTOBERA,
Key West, February 2, 1863.

SIR: On a small vessel from Nassau, taken by this steamer last month, was found a memorandum stating that the schooner *Blanchette* would sail from the latter place on the 12th of January, for Lockwood's Folly, where her friends were to look out and indicate the coast clear for getting in by exhibiting three white lights.

With esteem, respectfully, yours,

N. COLLINS,
Commander.

Rear-Admiral S. P. Lee,
Commanding North Atlantic Blockading Squadron.

Report of Commander Crosby, U. S. Navy, of having reported for duty to Acting Rear-Admiral Lee, U. S. Navy.

U. S. S. Flagship MINNESOTA,
Off Newport News, Va., February 3, 1863.

SIR: I have the honor to inform the Navy Department that I have reported to Acting Rear-Admiral S. P. Lee for duty as captain of the fleet of the North Atlantic Blockading Squadron, in obedience to my orders of the 24th ultimo.

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

PEIRCE CROSBY,
Commander, U. S. Navy.

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

Report of Lieutenant-Commander De Haven, U. S. Navy, of the loss of a gun saved from the wreck of the U. S. S. Columbia.

U. S. GUNBOAT PENOBSCOT,
Off New Inlet, February 3, 1863.

SIR: I have to report that on the morning of this date, while the vessel was rolling very heavily, the 30-pounder Parrott, which was saved from the wreck of the U. S. S. *Columbia*, broke loose, and before it could be secured went over the bow and was lost.

I am, very respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Truthen, U. S. Navy, of the chase and destruction of a schooner off New Topsail Inlet.

U. S. S. MOUNT VERNON,
Off New Topsail Inlet, North Carolina, February 3, 1863.

SIR: I have the honor to report to you that on the 2d day of February, 1863, while cruising about 5 miles to the northward of New Topsail Inlet, and about 5 miles from the land, I discovered a schooner close inshore carrying all sail and standing to the southward. I immediately stood in chase, and on nearing the schooner discovered that she was within 100 yards of the beach, and that her crew had abandoned her and landed on the beach with their boat. I at once cleared away our boats and the schooner was soon boarded by Acting Masters White and Buck and Acting Ensign Paine. Upon boarding her, they found her to be a schooner of about 200 tons burden, loaded with salt. The weather looking threatening, and finding that the crew had taken everything of value with them, they set her on fire and returned to the ship.

Finding that she did not burn very fast, I sent another boat under Acting Ensign Paine, who scuttled her, and shortly afterwards she sunk in about 3 fathoms of water.

The word "*Industry*" could be read upon her stern. Both hull and sails were unseaworthy.

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

JAMES TRATHEN,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Savage, U. S. Navy, giving information received from an escaped negro.

U. S. SHOONER MATTHEW VASSAR,
Off Little River Inlet, February 3, 1863.

SIR: I respectfully wish to report to you that I have received one negro from Whiteville, [N. C.], who ran away from Major Williams, of the rebel Army. He informs me that every man from 16 to 64 has to go on the 4th of this month to join the rebel Army, and that from Shallow [Shallotte] River to Little River there are not six men but what have been called away to Wilmington to join the Army. They

are trying to fill up the river at Wilmington with sand, but it washes away as fast as they put it down. Sir, with your permission, I will keep this negro as one of my crew, and rate him as a second-class boy.

Very respectfully, your obedient servant,

H. H. SAVAGE,

Acting Master, Commanding, U. S. Navy.

Captain B. F. SANDS, U. S. Navy,
U. S. S. Dacotah.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding boiler iron for rifle screening.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 3, 1863.

SIR: The 100 sheets of boiler iron sent from Philadelphia, and the spare sheets found here and sent to the sounds, were intended for rifle screening for the *Ellis* (since lost) and the pilot houses of such of the other vessels as had not been so screened.

The *Whitehead* and *Ceres* will soon return thoroughly repaired, and with their batteries, pilot houses, engine rooms, etc., rifle screened. On their arrival in the sounds you have been directed to select and send up two other vessels to be repaired and fitted in like manner.

Commodore Harwood and the navy agent at Philadelphia have informed me that they found difficulty in getting boiler iron. I will ask the Bureau of Construction to obtain and send some boiler iron to you for those vessels which have required for it and which are not soon coming here for repairs, and which can be used with advantage before they are repaired.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Report of Commander Murray, U. S. Navy, regarding the disposition of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
New Berne, February 3, 1863.

SIR: I have the honor to report the following as the semimonthly report of disposition of the United States vessels in the sounds of North Carolina from January 15 to January 31, 1863, inclusive:

January 19, the *Lockwood* proceeded to Washington, N. C., with coal schooner *Belle* in tow.

January 22, 1863, the *Lockwood* returned from Washington.

January 24, 1863, the *Granite* arrived from Ocracoke Inlet for stores.

January 25, 1863, the *Delaware* returned from reconnoissance on the coast of North Carolina.

January 31, 1863, the *Hetzal* lies at anchor off New Berne, N. C.

January 31, 1863, the *Hunchback* lies off Fort Totten, New Berne, N. C.

January 31, 1863, the *Lockwood* lies just above *Hunchback*.

January 31, 1863, the *Seymour* lies off New Berne in defense of fort building opposite.

January 31, 1863, the *Brinker* lies in Trent River, off New Berne.

January 31, 1863, the *Shawsheen* is at Hatteras.

January 31, 1863, the *Louisiana* and *Commodore Hull* are at Washington, N. O.

January 31, 1863, the *Commodore Perry*, *Southfield*, and *Valley City* are at Plymouth, N. C.

January 31, 1863, the *Underwriter* is up the Chowan River.

January 31, 1863, the *Delaware* is off New Berne; starts to-morrow, February 1, for Plymouth.

The store schooners *Albemarle* and *Knockern* are at their stations off New Berne.

Respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer Comdg., Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Lieutenant Renshaw, U. S. Navy, transmitting information regarding facilities for repairing vessels at Washington, N. O.

U. S. S. LOUISIANA,

Off Washington, N. O., February 3, 1863.

SIR: I most respectfully enclose you the weekly report of boarding vessel at this place.

I would also respectfully submit to your consideration a report from Second Assistant Engineer Lay of the facilities for general work in Washington, N. O.

There will be required one molder, one machinist, and one blacksmith, one large and one small lathe for turning iron, two large vises and one small vertical drill, also coals and assortment of iron, a few pieces of belting from 3 to 6 inches in width.

All the establishments mentioned in Mr. Lay's report belong to individuals now in the rebel service.

I am, very respectfully, your obedient servant,

R. T. RENSHAW,

Acting Lieutenant, Commanding.

Commander A. MURRAY, U. S. Navy,

Senior Officer, Sounds of North Carolina.

[Enclosures.]

U. S. S. LOUISIANA,

Washington, N. O., February 2, 1863.

SIR: Agreeable to your order I made an examination of the foundry and blacksmith's shop located here and am satisfied they can be made serviceable. If necessary to make this a point for repairing vessels in these waters some workmen and tools will be required, also coals and an assortment of iron. I also examined the engines and boilers in several of the unemployed mills and find they can be put in running order.

I am, very respectfully, your obedient servant,

JOHN L. LAY,

Second Assistant Engineer, U. S. Navy.

Acting Lieutenant Commanding R. T. RENSHAW,

U. S. S. Louisiana.

Report of Rear-Admiral Lee, U. S. Navy, giving stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 4, 1863.

SIR: I respectfully submit the following statement of the present disposition of vessels attached to this squadron:

Vessel.	Station.	Remarks.
Minnesota	Off Newport News.....	Flagship.
Nahant	do	Ironclad.
Galena	do	Do.
Commodore Barney	do	
Commodore Morris	do	
Wyandotte	do	Returns to Norfolk to-morrow.
Young America	do	Tug.
Zouave	do	Do.
Violet	do	Do.
Brandywine	Hampton Roads	Storeship.
Charles Phelps	do	Do.
Ben Morgan	do	Ordnance vessel.
Roman	do	Do.
Myatic	do	Guard vessel.
Philadelphia	do	Dispatch boat.
Mount Washington	do	Do.
Young Rover	Norfolk, Va.....	Guard vessel.
Morse	do	At navy yard.
Alert	do	Do.
Mahaska	York River and Chesapeake Bay.	
Crusader	do	
General Putnam	do	
Saml. Rotan	do	Schooner.
Stepping Stones	Nansemond River.....	
Whitehead	do	Under orders for sounds; waiting weather.
Cohaasset	Washington navy yard	Tug; repairing.
Ceres	Baltimore, Md	Repairing.
State of Georgia	do	Do.
Hetzel	Sounds of North Carolina	At New Bern.
Hunchback	do	Do.
Lockwood	do	Do.
Seymour	do	Do.
Brinker	do	Do.
Miami	do	Under orders for Hampton Roads.
Commodore Perry	do	Plymouth, N. C.
Southfield	do	Do.
Underwriter	do	Do.
Louisiana	do	At Washington, N. C.
Commodore Hull	do	Do.
Delaware	do	At Beaufort, N. C.
Shawsheen	do	Hatteras Inlet.
Granite	do	Ocracoke Inlet.
Valley City	do	Under orders for Hampton Roads for repairs.
Dacotah	Off Wilmington and neighboring coast.	Senior ship south of Cape Fear.
Iroquois	do	Senior ship north of Cape Fear.
Maratanza	do	
Genesee	do	
Monticello	do	
Victoria	do	
Mount Vernon	do	
Cambridge	do	
Chocura	do	
Penobscot	do	
Daylight	do	
Arletta	do	Schooner.
Matthew Vassar	do	Do.
William Bacon	do	Do.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the alleged raising of the blockade of Charleston, S. C., and the sinking of two United States vessels.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 4, 1863.

SIR: This forenoon Acting Master's Mate James Birtwistle boarded the flag-of-truce steamer *New York*, from City Point to Fort Monroe with 750 paroled prisoners.

He received a Richmond paper of the 2d instant (herewith enclosed) from the officer in charge, who stated that "Beauregard's ironclads had raised the blockade of Charleston, S. C., and sunk two of our vessels, and that the French and Spanish consuls had been taken out to witness the fact."

He likewise reported the *Merrimack No. 2* off Drewry's Bluff.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Murray, U. S. Navy, giving information obtained by a reconnoissance of the U. S. S. Delaware.

U. S. S. HETZEL,
New Berne, N. C., February 4, 1863.

SIR: I have the honor to report that I have not yet obtained from Acting Volunteer Lieutenant Foster, of the U. S. S. *Delaware*, a written report of the results of the recent reconnoissance made by that vessel down the coast of North Carolina. There were no facts of importance in a naval point of view revealed. There was a strong rebel force at Swansboro, N. C., and a regular line of communication by means of a land signal corps seemed to be established between that place and Wilmington, N. C.

I am, respectfully, your obedient servant,

A. MURRAY,

Commanding, etc.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Commander Murray, U. S. Navy, to Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood, to proceed to Washington, N. C.

U. S. S. HETZEL,
New Berne, N. C., February 4, 1863.

SIR: Proceed with the *Lockwood* to Washington, N. C., affording a passage to Commander Davenport, of the U. S. Navy, and Captain Ottinger, of the U. S. Revenue Service.

Respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer, Sounds of North Carolina.

Acting Master G. W. GRAVES,
Commanding U. S. S. Lockwood.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the departure from Hampton Roads of the U. S. steamers Iroquois and Monongahela.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 5, 1863.

SIR: I have the honor to inform the Department that the U. S. S. *Iroquois* left the roads yesterday at 8:10 a. m. for the blockade, and at 8:30 a. m. the U. S. S. *Monongahela* proceeded to sea.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the commandant, navy yard, Norfolk, to Acting Rear-Admiral Lee, U. S. Navy, regarding the work on the U. S. S. Weehawken.

U. S. NAVY YARD, NORFOLK, February 5, 1863.

SIR: I have received yours of the 3d instant, in answer to my letter in relation to the *Weehawken*.

I remember agreeing with Captain Rodgers that it was not safe to leave her here too long, as she might be a great temptation to boarding, but I did not suppose she required so much to be done, and in speaking of it I had reference to the difference of time in doing work at Newport News.

I am glad that you feel that I have every desire to push on with things relating to your vessels, which is the case; but mechanics are queer people to deal with; for instance, yesterday an engineer of the *Lackawanna* came up for her condenser, supposing it to be finished. He wished to know if I could not work at night. I informed him that involved double wages and not much gain in work, for the men were so used up that the next day a fair day's work could not be got out of them. He replied that they could have fixed the condenser in ten hours on board their vessel, which convinced me that it should have been done there and saved the Government double wages. On enquiring of Mr. Lyons about it and the time it had taken to do it, he replied that theoretical mechanics sometimes make great mistakes, and that if he did the work as they sometimes propose the vessel would generally be back again in a few days.

Whenever you would like men to work at night at double wages you have only to say so; although, except in some short, important jobs, to get a vessel off, there is not much gained without a double gang to work, and it is difficult to find men that will work at night and not in the day; and to do both I doubt if much is gained. As to working at night at the request of every officer who comes here in a hurry, I should be but a poor agent of the Government if I were to waste the money in that way.

I should be very glad at any time an important job is under way to have an officer here to witness the work, and if he will report to me neglect or backwardness in any mechanic I would be obliged to him and would discharge the mechanic. But good mechanics can easily find employment and will have their own way in many things; for instance, yesterday carpenters would not work on board the *Morse* because, they said, it was too cold. To this I must submit.

I take pride and pleasure in pushing on with everything here for the general weal, and you may rely upon it that everything will be done that I can to accomplish that purpose, and I trust that no blame will rest at my door without it is deserved.

You will please excuse this long letter.

Very respectfully, your obedient servant,

J. W. LIVINGSTON,

Commodore, Commanding Naval Station, Norfolk, Va.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Off Newport News, Va.

Report of Commander Armstrong, U. S. Navy, of the arrival at Hampton Roads of the U. S. S. State of Georgia.

U. S. S. STATE OF GEORGIA,

Hampton Roads, Virginia, February 6, 1863.

SIR: I have the honor to report the arrival of the U. S. S. *State of Georgia* from Baltimore, ready for service, in obedience to orders from Commodore Dornin. Copy enclosed.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,

Commander, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blkdg. Squadron, U. S. Flagship Minnesota.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, in view of a probable attack upon Morehead City, N. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., February 6, 1863.

SIR: I am informed by the senior officer in the sounds of North Carolina that there are probabilities or possibilities of an attack on the railway buildings of Morehead City during the absence of the main body of the army from New Berne and vicinity. In view of this contingency, I have directed Acting Master Carr to place the store or coal ships in the harbor of Beaufort, in such a position as would enable the blockading vessels, while in port receiving supplies, to lie in a convenient position for repelling any such attack. You will direct that vessels, while in that port for supplies, shall be kept in constant readiness for any emergency. On the 18th of November an arrangement of private signals was made between the vessels of the blockade and commandant at Fort Macon, in order to prevent surprise by the steamers of the enemy. It was as follows:

First day of the month, a blue flag; second day of the month, a red flag, and so on during the odd and even days of each month, until further notice from me or change by you.

Let this arrangement be strictly observed by all the commanding officers of the blockade.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Commanding U. S. S. Dacotah, off Wilmington.

(Same orders to Captain A. L. Case, commanding U. S. S. *Iroquois*, off Wilmington, N. C.)

P. S.—The night signals for vessels belonging to this squadron entering Beaufort will be to burn a Coston No. 3. Inform the commanding officer at this fort.

S. P. LEE,
Acting Rear-Admiral.

P. S.—The threatening attitude of the rebels on the coast will make it impracticable to withdraw either the *Cambridge* or *Maratanza* at this time or until further orders.

S. P. L.

Report of Commander Macomb, U. S. Navy, of the exchange of shots with the enemy while destroying the wreck of the U. S. S. Columbia.

U. S. S. GENESEE,
Off New Inlet, North Carolina, February 6, 1863.

SIR: I have to report that on the 18th of January, while firing at the wreck of the *Columbia*, near Masonboro Inlet, for the purpose of driving away the rebels and more effectually destroying her, they brought down their two long-range guns, and placed them, masked under cover of a ridge of sand, and opened fire on this vessel, which was returned immediately.

Again, on the 26th of January, while the *Penobscot* was covering one of her boats alongside the wreck, they opened fire upon both vessels, which was promptly returned, and an exchange of shots took place between the two gunboats and the shore, with what damage to the rebels it is impossible to know, as they were so hidden by the ridge of sand and bushes we could only direct our fire by the smoke of their guns.

I am, sir, very respectfully, your obedient servant,
W. H. MACOMB,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding instructions in view of the probable attack upon the depot at Morehead City, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 6, 1863.

SIR: Your No. 30, of the 26th ultimo, has just been received. New Berne is well fortified and garrisoned. I need the *Miami* here, and have so ordered her. There are not vessels enough on the blockade to admit of any regular or permanent detail of one or more vessels at Beaufort, but there are always one or two there at a time for supplies, and I will give instructions, as you have suggested, that while there for supplies such vessels shall be kept in constant readiness to

resist any attack against the depot at Morehead City, and to facilitate this object that the supply and coal vessels at that post shall be placed in convenient positions.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding an arrangement of private signals to prevent a surprise at Beaufort, N. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 6, 1863.

SIR: On the 18th of November an arrangement of private signals was made between the vessels of the blockade and commandant at Fort Macon in order to prevent a surprise at the port of Beaufort by the steamers of the enemy. It was as follows:

First day of the month, a blue flag; second day of the month, a red flag; and so on during the odd and even days of each month until further notice.

Let a similar arrangement be observed by all vessels belonging to the division of this squadron in the sounds of North Carolina on entering Hatteras Inlet with the fort at that place, in order to avoid any surprise by the vessels of the enemy. Inform the commandant of that fort accordingly, and advise him to fire a shot across the bows of armed vessels entering the inlet in order to bring them to, provided they do not exhibit the private signal above mentioned, and arrange with him such a method of defense as will prevent the possibility of any surprise. Suggest to the commanding officer of the fort that it would be advisable to have several guns to bear on the anchorage at the inlet. The gunboat *J. P. [Isaac] Smith*, lately captured by the enemy in Stono River, with her light draft, might do great harm if she go into the sounds.

In view of these facts, I deem it advisable to revoke for the present my orders to the *Miami*, and if she has not already left you will detail her for duty at Hatteras Inlet and instruct her commanding officer to keep his vessel at all times prepared for action; to keep a bright lookout, especially in the mid and morning watches, and to exercise his crew at quarters several hours every day.

The night signal for vessels belonging to this squadron entering Hatteras Inlet will be to burn a Coston No. 3. Inform the commanding officer at the fort. Keep the *Delaware* and *Valley City* in the sounds, if they have not already left, while General Foster is absent. Vessels with effective batteries should not be sent away for repairs during the present condition of affairs in the sounds.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Murray, U. S. Navy, regarding the conduct of the colonel of the Forty-fourth Massachusetts Regiment.

U. S. S. COMMODORE PERRY,
Croatan Sound, February 6, 1863.

MY DEAR MURRAY: The Forty-fourth is a bully regiment and its colonel a bully man.

I could not get him to stir out of Plymouth; he would do nothing. I offered to take two companies on board the *Delaware*, *Southfield*, and *Perry* as sharpshooters, go up and destroy the battery at Rainbow Bluff if he would go, too, and hold Williamston till my return, telling him at the same time that I would give him three pieces of artillery to defend himself with. He thought he would and then he thought he wouldn't. He said that if they had only given him the Fifth Rhode Island and a cavalry force he certainly would have gone. I don't think he would. He said, when speaking of going up to Williamston, that he would wish me to remain there six hours while he entrenched himself; that there were five roads leading into the town and he needed a cavalry (I think he said cavalry) picket of 100 men on each. Furniss talked quite roughly to him, wished to know if his men came out here to fight or to eat Uncle Sam's grub, etc.

I had planned an expedition to retake poor Woodworth, who was captured by the rebels at Salmon Creek, on the Chowan, his goods seized, his vessel burned, and \$50,000 taken from him. The snowstorm stopped this. The next night we had another expedition to Windsor to destroy some stores of the rebs; he broke it up by saying the roads were too bad; they were frozen. He pleads inexperience; if he does not know how to command his regiment, he should resign. I think his lieutenant-colonel not quite so good as he is; perhaps I should say the colonel is not quite so bad as the lieutenant-colonel.

Do not fail to write to the admiral and urge him to give Furniss a better boat, and send him directly back to Albemarle Sound.

Remember me to all army and navy friends, and believe me,

Yours, truly,

C. W. FLUSSER.

Commander A. MURRAY,
Senior Officer, etc.

Remember me particularly to Hoffman.

I need another watch officer; have but two.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the suppression of illicit trade at Norfolk.

U. S. FLAGSAIP MINNESOTA,
Newport News, Va., February 6, 1863.

GENERAL: Yours of the 31st ultimo was duly received. Pressing engagements have prevented an earlier reply to it. I have no authority to regulate or sanction the privilege of trading at Norfolk by surrounding it with safeguards. It will be satisfactory to me to receive and to give the utmost attention to any communication you may know or at any time make to me which will enable me to stop illicit trade at Norfolk or elsewhere within the limits of the North Atlantic Blockading

Squadron. The new fleet captain has just entered upon his duties and is not familiar with the situation of affairs here.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding a proposed conference.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., February 7, 1863.

ADMIRAL: It was at General Viele's request that I asked you to send him an officer with whom he might confer in regard to some additional safeguards in regard to trade.

The general thought he might obtain some valuable suggestions from an officer of the Navy. That was all he had in view. The occasion which made such a conference desirable has now passed by.

I have the honor to be, very respectfully, yours,
JOHN A. DIX,

Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding vessels for Admiral Farragut's command.

NAVY DEPARTMENT, *February 7, 1863.*

SIR: Transmitted herewith are orders to Captain Marchand to proceed with the *Lackawanna* to the Gulf and report to Rear-Admiral Farragut for duty.

You will please send one of your double-end steamers to Rear-Admiral Farragut, selecting one that has her machinery in good condition and will be likely to hold out longest. Let her touch at Key West also. The Department desires these vessels to proceed to their destination at the earliest possible day.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information obtained from refugees regarding Confederate affairs.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 7, 1863.

SIR: I beg leave to enclose a duplicate report* to me from Commander W. A. Parker, commanding U. S. S. *Cambridge*, dated January

* See p. 469.

23, 1863, of information derived from three white refugees from the shore, regarding the rebel position at Fredericksburg, the redoubts on James River, position of affairs at Wilmington, concerning number of men and guns at Forts Fisher and Caswell, the character of the obstructions in Cape Fear River, the rams at Wilmington, the entrance of two steamers, the *Giraffe* and *Herald*, into that port, the endeavor of the former to obtain letters of marque and the escape of the latter, and concerning the prize schooner *Emma Tuttle*, which is said to have been given up to her captain off Hatteras by the prize master on board.

Captain Sands, under date of January 26, states that Commander Parker misunderstood the refugees regarding the escape of the *Herald*; that she was then still in the river, ready loaded to run out, and that the *Giraffe* was loading for the same purpose.

The refugees were turned over to Major-General Foster at Beaufort, who, after examining them, suffered them to go North.

A dispatch from Charleston, S. C., of January 29, in the public papers, states that the steamship *Giraffe*, from Wilmington, had arrived at Nassau, [New Providence]; also the steamship *Cornubia*, from Wilmington, had arrived at Nassau.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Lieutenant-Commander Braine, U. S. Navy, to Captain Sands, U. S. Navy, regarding Pilots Bowen and Savage.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, February 7, 1863.

SIR: In reply to your communication of February 4, 1863, I beg leave to state that I have on board of this ship Pilot George F. Bowen, who was placed here by Acting Rear-Admiral S. P. Lee. He is pilot for New Inlet entrance Cape Fear River. Mr. Bowen tells me that he was employed by Mr. Blunt, of New York, at the rate of \$100 per month. He now lives in the wardroom of this ship, and the mess draws \$1 per diem for his subsistence. I have also on board Francis W. Savage, who is a pilot for Cape Fear River. I appointed him as such, subject to the approval of Admiral Lee; thus far he has drawn no pay, as I wait said approval and decision as to what his pay shall be. He is subsisted by one ration per day and lives in the steerage mess.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant-Commander.

Captain B. F. SANDS,

Commander U. S. S. Dacotah, Senior Officer off Wilmington, N. C.

Letter from Lieutenant-Commander Braine, U. S. Navy, to Captain Sands, U. S. Navy, regarding the complement of the U. S. S. Monticello.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, February 7, 1863.

SIR: I am in receipt of a copy of communication to you from Acting Rear-Admiral S. P. Lee, in which you are directed to supply your

deficiency of men (15) from this vessel, as we have that number beyond our complement. I do not know by what the Bureau of Equipment and Recruiting were guided in arriving at this conclusion. I have a battery of seven guns, one pivot and six broadside, which takes 54 men. I have also a forward and after shell room, and a magazine forward. From the latter I have to supply four classes of guns, and from the shell rooms three classes of shell; for this I have 23 men. In the master's division at anchor, at relieving tackles, at signal halyards, at wheel, at stopper rigging, at stopper shot holes, leadsman, etc., I have 13 men; for firemen and coal heavers, 15; total, 105; three supernumeraries, who are contrabands, and one man belonging to the steamer *Columbia*. I do not see how I can get along with less than 105 men, and that is only sufficient. I am informed that the steamer *Daylight*, with a like number of lighter guns and more uniform in caliber, has 150 men for a crew. I have never received any official complement for this vessel, and I am sure I do not desire one man more than I actually require. In stationing and requiring men for a crew, I have always been governed by the Ordnance Instructions. Referring you to article 394 of said instructions, I think I am a few men short of the number required for each chain of passing scuttles for powder and projectiles. I have one man sick and ordered by a medical survey to be sent home. Awaiting your decision in this matter,

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain B. F. SANDS,
Comdg. U. S. S. Decatur, Senior Officer off Wilmington, N. C.

Letter from Commander Murray, U. S. Navy, to the military governor of North Carolina, regarding the blockade regulations.

U. S. S. HETZEL,
New Berne, N. C., February 7, 1863.

GOVERNOR: I deferred answering your letter of yesterday until this morning, desiring to confer with the regulations.

No clearance, or permit whatsoever, will be granted for any shipment to any port, place, or section affected by the existing blockade, except for military purposes and upon the certificate and request of the Department of War or the Department of the Navy.

The above is a copy of Article III of regulations concerning internal and coastwise commercial instructions.

It is true, governor, the pass does not cover a trading voyage like many of those already granted by you; nevertheless, it is the removal of a vessel with a cargo, say furniture, military goods, gunpowder and shot, into a section affected by the existing blockade.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Officer, Sounds of North Carolina.

Governor E. STANLY,
Military Governor, etc.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, to proceed to the Gulf of Mexico.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 8, 1863.

SIR: Enclosed herewith are orders from the Department to you dated February 7, received this morning, directing you to proceed with the *Lackawanna* to the Gulf of Mexico and report to Rear-Admiral Farragut. On your way you will deliver to the senior naval officer off New Inlet entrance to Wilmington the accompanying communication. The public necessities require that you use all practicable dispatch.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Captain J. B. MARCHAND, U. S. Navy,
Commanding Lackawanna, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, commanding the U. S. S. Genesee, to proceed to the Gulf of Mexico.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 8, 1863.

SIR: By direction of the Department, you will proceed with all practicable dispatch to the Gulf of Mexico and report to Rear-Admiral Farragut for duty. Touch at Key West on your way.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander W. H. MACOMB, U. S. Navy,
Commanding U. S. S. Genesee,
Off New Inlet entrance to Wilmington, N. C.

Report of Commander Case, U. S. Navy, commanding the U. S. S. Iroquois, regarding the speed of that vessel.

U. S. S. IROQUOIS,
Blockade off Wilmington, N. C., February 8, 1863.

SIR: I have to report the arrival of the *Iroquois* off this place last evening. We anchored about 10 miles to the southward and came up this morning.

We experienced very heavy gales from N. E. to S. E. on our passage, commencing on the evening of Wednesday and continuing until a. m. of Friday, the *Weehawken* gale being a moderate breeze in comparison.

I regret to say that the speed of the *Iroquois* has been very much overrated. Under the most favorable circumstances at sea, with steam alone, I have not been able to get more than 7 knots, with 60 revolutions. With steam and sails and a fair, fresh breeze from 9 to 10 knots.

An examination of her log of the last cruise, which is now on board, shows that to be her speed. Perhaps, under the most favorable circumstances, fresh, fair wind, smooth water, with the engine making 65 to 75 revolutions, the reported speed, 12 or 14 knots might be obtained, but it could be kept up only for a short time, as the vibration with the increased number of revolutions is so great that it would certainly

strain and injure the vessel. In a head sea, with the engine liable to race more or less, her speed is proportionally less—say 3 to 5 knots.

I have therefore to request that the rate of speed handed in by me may be reduced to 7 knots, which I believe is her full average, under all circumstances.

I have the honor to be, very respectfully, your obedient servant,
A. LUDLOW CASE,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Parker, U. S. Navy, regarding three white refugees.

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, February 8, 1863.

SIR: Your letter of 30th of January has been received. In reply I have to state that the three white deserters spoken of in your communication were sent to the *Dacotah*. I know not what disposition Captain B. F. Sands, senior officer, has made of them, but understand they have since been taken by General Foster as guides. I found that they were much fatigued and exhausted by their long pull of about 5 miles in a heavy boat. They remained on board this vessel only one night. They were not allowed the free range of the vessel, nor were they set at large. They had in their possession several thousand dollars of notes on Southern banks, also many watches and some valuable jewelry. They expressed a willingness to aid General Foster as guides and return with the army to Wilmington, from which place they had deserted to avoid being drafted into the Confederate service. The wife of one of them came off to us several weeks ago with her brother-in-law, who gave notice that her husband would come off to this vessel to claim our protection as soon as he could settle up his business affairs at W[ilmington].

I am, sir, respectfully, your obedient servant,
WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Hampton Roads.

Order of Commander Murray, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, commanding U. S. S. Miami, regarding the movements of that vessel.

NEW BERNE, N. C., *February 8, 1863.*

SIR: I send the U. S. S. *Seymour* to assist you in case you are in difficulty at Hatteras.

If you find too much difficulty in attempting to cross the Swash, you will give up the endeavor and return to your station at Beaufort.

Respectfully, etc.,

A. MURRAY,
Commander and Senior Officer, Sounds of North Carolina.
Acting Lieutenant Commanding ROBT. TOWNSEND,
Commanding U. S. S. Miami.

Order of Commander Murray, U. S. Navy, to Acting Master Wells, U. S. Navy, to proceed to the assistance of the U. S. S. Miami.

U. S. S. HETZEL,
New Berne, N. C., February 8, 1863.

SIR: Proceed with your vessel to Hatteras Inlet and, together with the U. S. S. *Shawsheen*, now at Hatteras, endeavor to get the *Miami* off, now aground upon the Swash.

Use your discretion as to the easiest method of drawing her back toward the inlet or in toward the sound.

Obedient servant, etc.,

A. MURRAY,
Commander and Senior Naval Officer, Sounds of North Carolina.
Acting Master F. S. WELLS,
Commanding U. S. S. *Isaac N. Seymour*.

Letter from Major-General Foster, U. S. Army, to Major-General Halleck, U. S. Army, regarding the cause of delay in the sailing of troops.

BEAUFORT, N. C., January 30—11:30 a. m.
Via Fort Monroe, Va., February 8, 1863.

The constant and strong southerly winds (amounting at times to gales) that have prevailed for the past ten or fifteen days have prevented our sailing, although most of the troops have been on board ready to sail more than a week. Yesterday the wind shifted to the northwest, and as everything looked favorable I started the fleet. Nearly all got over the bar before dark, with a fair start down the coast. The wind, however, shifted back to the southwest after dark, and blew strongly, preventing the few remaining vessels going to sea. It is still blowing hard (11:30 a. m.). This will interfere very much with the progress of the fleet, and may scatter it considerably. As soon as the wind will permit I shall start with the remaining vessels. So long a continuance of southerly gales is very unusual.

J. G. FOSTER,
Major-General, Commanding.

Major-General H. W. HALLECK,
General in Chief.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting that pilots be secured from Boston.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 9, 1863.

SIR: The regular pilots of this locality, Hampton Roads and James River, are secessionists and not to be got.

The late pilot of the *New Ironsides*, now on board the *Nahant*, has a family and property in Mathews County, a warm secession county. In the event of active operations here at night it depends on the capacity and fidelity of the pilots whether the vessels are kept afloat or aground. It has been suggested to me that Mr. R. B. Forbes, of Boston, would

willingly procure there several reliable pilots for this locality, former traders here. I suggest that this be done.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the departure from Hampton Roads of the U. S. steamers Circassian, Water Witch, and Lackawanna.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 9, 1863.

SIR: At 8:15 a. m., of the 7th instant, the U. S. S. *Circassian*, with U. S. S. *Water Witch* in tow, left the roads for the North.

The U. S. S. *Lackawanna*, having received from me your orders of the 7th instant, proceeded to sea at 5 p. m. yesterday afternoon, with instructions from me on her way down to deliver an order to the U. S. S. *Genesee*, off New Inlet, to proceed to the Gulf of Mexico and report to Rear-Admiral Farragut for duty, agreeably to your order to me of February 7.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

WASHINGTON, February 9, 1863—8:10 p. m.

Following is just received from Commodore Harwood:

The schooner *Marie Banks* went on shore 3 miles southeast of Cape Henry light on Tuesday morning, the 3d instant. She had on board 364 coils of rigging for this yard and some stuff for Fortress Monroe. The master's letter, just received, reports the schooner full of water. We have no fit vessel here to recover the property.

A. A. HARWOOD, *Commodore.*

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, regarding exercise at great guns and small arms.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 9, 1863.

SIR: I wish you to exercise your crew from three to four hours every day at great guns or small arms; also to procure a pilot for this locality and place your vessel near the vessels at anchor, in advance, so as to

command the channel, a bow and quarter line on, so that each vessel when riding to the tide may fire her broadside without firing into either of the other vessels acting with her. Keep steam up ready for working at a moment's notice, and keep a watch on deck and a vigilant lookout, especially in mid and morning watch. Have watch armed and ship ready for action. It is rumored that the *Yorktown* will try to run to sea.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander J. F. ARMSTRONG, U. S. Navy,
Commanding U. S. S. State of Georgia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Harris, U. S. Navy, to restrict traffic in the Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 9, 1863.

SIR: You will please furnish me with a list of the number of men (and their rates) required, when you get the howitzers ordered, to fill up the crew of your ship's company. No trading vessels or oyster boats engaged in illicit traffic are to be allowed in the Nansemond. These oyster boats are found to be smugglers, and none but those known by you to be honestly engaged in oystering for the army will be allowed in the river.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master T. A. HARRIS,
Comdg. U. S. S. Stepping Stones, Nansemond River, Virginia.

Letter from Commander Murray, U. S. Navy, to Acting Lieutenant Renshaw, U. S. Navy, regarding privileges desired by loyal citizens of Washington, N. C.

U. S. S. HETZEL,
New Berne, N. C., February 9, 1863.

SIR: I have the honor to acknowledge the receipt of your favor and enclosures of the 3d instant. I concur with you in the belief that it would be advisable to establish a blacksmith shop for Government purposes at Washington, [N. C.], and will forward your letter in relation to articles required to Acting Rear-Admiral Lee for approval. The paymaster of your vessel, Mr. Williams, sailed for New York yesterday morning in the steamer *Richmond*, for money. Mr. Respass, a worthy citizen of Washington, is desirous of lightering to Beaufort some staves and shingles from Washington and below, in order to make up for a cargo which was taken from him by Government with the schooner *Wautauga*, some weeks back. I don't see any objection to this. He has permission from the general and governor to land a cargo of contraband materials at Washington also, to which I do not give my concurrence, but if you can, pass him in; it is no more than has been done for

others, and I think you are entitled to that privilege, at least until the law is more definitely promulgated.

I am gradually drawing the strings in this kind of commerce which makes a leak through which sugar and salt in small quantities are obtained by the enemy. I don't feel like dishonoring the passes of the governor, but still I can not give my whole consent to them, and shall continue to protest against them until they are put down.

Obedient servant, etc.,

A. MURRAY,
Commander, etc.

Acting Lieutenant-Commanding R. T. RENSHAW,
U. S. S. Louisiana, Washington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the boarding of flag-of-truce steamer carrying released prisoners.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 10, 1863.

SIR: A flag-of-truce steamer from City Point, James River, was boarded from this ship this morning with 266 released prisoners on board and an officer of the Royal Navy, bearing dispatches from Charleston, S. C., to Lord Lyons, at Washington. She brings no news.

I enclose Richmond Enquirer of 7th and Dispatch of the 9th.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Wright, U. S. Navy, to proceed to the assistance of the schooner Marie Banks.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February, 10, 1863.

SIR: You will proceed with the U. S. S. *Wyandotte* (taking the wreckage schooner *Planet Mars* in tow, if you can readily obtain her; otherwise go without her, relying on your boats and such additional facilities as you can take with you) to the schooner *Marie Banks*, on shore 3 miles to the south of Cape Henry light, loaded with 364 coils of rigging and some articles for Fortress Monroe. Render her all the assistance she wants, save the Government stores, and bring her into port if possible. Take advantage of the good weather and use all dispatch.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron

Acting Master THOMAS WRIGHT, U. S. Navy,
Commanding Wyandotte, Norfolk, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the vessels of the Wilmington blockade.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 10, 1863.

SIR: The U. S. S. *Penobscot* left New Inlet, Wilmington, on Wednesday, the 4th instant, and Beaufort on Sunday, the 8th instant, and arrived in these roads this morning for general repairs. I have ordered a survey on her.

She brings a report from the *Cambridge* that the boilers of that vessel are in very bad condition and will need replacing or extensive repairs. I shall be obliged to order her home.

This will leave on the blockade off Wilmington the *Dacotah* and *Iroquois*, the *Maratanza* and *Chocura*, the *Monticello*, *Victoria*, *Mount Vernon*, and *Daylight*, with the three schooners *M. Vassar*, *Arletta*, and *William Bacon*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The *Miami*, which has appeared on my late reports as belonging to this blockade, never went there, having stopped at Beaufort, whence she was reported by her commanding officer as unsuitable for the service.

I have ordered her to Hatteras Inlet to guard there against any entrance into the sounds by the steamers of the enemy. I have ordered the *Penobscot* to the Gosport [Norfolk] navy yard.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Captain Sands, U. S. Navy, regarding the condition of the blockade.

U. S. STEAM SLOOP DACOTAH,
Off Cape Fear River, North Carolina, February 10, 1863.

DEAR SIR: I have abstained from obtruding my views of the inefficient qualities of the vessels on this blockade, from an indisposition to annoy you with complaints, and a determination to do my best with the means placed at my disposal.

Since the affair off Galveston, our weakness here, and the necessity of more efficient and more vessels, is brought more forcibly to my mind.

The blockade has been so strict against the smaller class of unarmed vessels that the rebels, as we have seen off Charleston, will seek to break it by arming the blockade runners, or aid them by force from within their harbors by ironclads or others, and increasing the number to attempt it at one time, succeed in getting in a part of the number. Again, if a sail heaves in sight, I can not send one vessel alone to chase, if she is not able to cope with any rebel afloat, but must send an additional one to look out for her, for any bold buccaneer may draw her away from the squadron and destroy her, as was done with the *Hatteras*, and I have none to spare from the close blockade of the entrance here, especially as I know there are loaded vessels in the river ready to run out.

Many of our vessels are not a bit better than was the *Hatteras*, and could not be expected to make a better fight with such a foe, and would only be doomed to go down as she did, with her flag flying.

Of the paper steamers composing our force off Wilmington the *Penobscot* has been obliged to go north for repairs. The *Cambridge* ought to go, and is ordered north for repairs. The *Maratanza*, in heavy weather, is in danger of swamping with her heavy after pivot gun; and others are always complaining of deficiencies or inefficiency. This vessel even (probably the only or the most efficient one of them all) had her old boilers patched and stayed in New York in November last, to last for six weeks. By care and painstaking, especially due to Chief Engineer P. G. Peltz (lately detached from the vessel), we have not been obliged to go north for repairs, and hope to hold out until she can be spared to take in her new boilers, which await her at Boston, and for a general refitting in dock, etc. This is the condition of the blockade here. A vessel appeared in the offing the other morning, and I signaled the *Chocura* to chase. Soon perceiving that she was a large steamer, and very much resembling the description of the *Alabama*, I got underway myself to assist in the chase, leaving only the *Monticello* to guard the inlet. She proved to be the *Iroquois*. A smaller vessel, however, could decoy one of ours off into the power of the *Alabama*, or any bold buccaneer under rebel colors; so that I must always send a brace (possibly of lame ducks) to chase in the offing, leaving an insufficient force to prevent egress of the rebels ready in the river to run out in our absence, or I must myself do the chasing, which, with our heavy consumption of fuel, would keep us running for coal every ten days, occupying from five to seven days, sometimes by stress of weather even more, in the work of going, coaling, and returning to our station.

These remarks are not suggested by a spirit of complaining or carping, but I would place before you the condition of the blockade here, that too much may not be looked for from us, with the inefficient kind and number of the vessels for the duty that may be expected of them. And I would suggest, in addition to our present force, an outer line of vessels to chase and board vessels in the approaches.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain, Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander De Haven, U. S. Navy, commanding U. S. S. Penobscot, to proceed to the Norfolk navy yard for repairs to that vessel.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 10, 1863.

SIR: Proceed with dispatch to the Gosport navy yard with the *Penobscot* and report to Commodore Livingston for necessary repairs. An XI-inch gun carriage for the *Penobscot* has been ordered by the Bureau to the care of Lieutenant-Commander Phenix, naval ordnance officer at Old Point. Communicate with him and get it up to the yard. Send in at once requisitions for all that you require. Ascertain and report to me if there are any necessary articles which can not be got from the yard or the *Brandywine*, that they may be got without delay. Endeavor

to get the *Penobscot* ready for sea with all practicable dispatch. Her services are greatly needed on the blockade.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander J. E. DE HAVEN, U. S. Navy,
Commanding U. S. S. *Penobscot*.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Chief of the Bureau of Equipment and Recruiting, urging the prompt return to duty of prize officers and crews.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 11, 1863.

SIR: Much inconvenience is experienced by the detention and detachment at the North, of prize officers, crews, and small arms, sent by the vessels off Wilmington.

To remedy this inconvenience, I respectfully suggest that the commandants of the different navy yards and the Baltimore naval station be directed to make it a duty of the commanding officers of their respective receiving vessels to see that these officers and crews with their small arms are promptly retransferred and forwarded to their vessels when their examination before the prize court or commissioner is over, and to see further that there is no unnecessary delay in securing such examination.

It would be advisable, perhaps, if a suitable retired officer, one possessing businesslike habits, could be detailed for this purpose at each of the stations.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Rear-Admiral A. H. FOOTE, U. S. Navy,
Chief of Bureau Equipment, etc., Navy Department.

Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officers, regarding means to prevent the loss of anchors, etc.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 11, 1863.

SIR: The blockaders must either ride at anchor with a sufficient scope of cable to prevent parting cable or anchors, or they must be underway. The recent loss of anchor stocks and of anchors and cables may be attributed to making the vessels fight their anchors in a rough sea with a short scope of cable. The anchors should always be weighed in time to prevent such straining, where it is not intended to ride out the weather at a long scope.

Communicate this to the different commanding officers.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Captain B. F. SANDS, U. S. Navy,
Commanding U. S. S. *Dacotah*.

(Same to Captain A. I. Case, U. S. Navy, commanding U. S. S. *Iroquois*.)

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions regarding permits, referring to the case of the sloop Pine.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 11, 1863.

SIR: It is reported by Acting Master W. G. Saltonstall, commanding U. S. S. *Commodore Hull*, guard vessel in Pamlico River, that on the 11th of January the sloop *Pine*, from Beaufort, was boarded from that vessel. She had a pass from Edward Stanly, military governor of North Carolina, giving the owner permission to carry potatoes in his vessel to Washington, N. C., and return with a load of his furniture to New Berne, and directing him to report to the officer in command. The permit was endorsed by the provost-marshal at Beaufort. The commanding officer of the guard vessel detained her for proper papers. I request to be informed if permits of this character are to be respected.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Hon. GIDEON WELLES.

[Endorsement.]

No change made in relation to permits. You will be advised in due season of any change that may be made relative to the blockade or the duties of the squadron.

[WELLES.]

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Chief of Bureau of Equipment and Recruiting, requesting the immediate return of the prize crew of the schooner Florida.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 12, 1863.

SIR: I am informed that the prize crew of the schooner *Florida*, captured by the U. S. schooner *Matthew Vassar* off the coast of North Carolina and taken to New York, has been left on board the receiving ship at New York.

Their accounts are on board the U. S. schooner *Arletta*, which was on a different part of the blockade and not accessible at the time of capture, and which has a paymaster on board for the three late mortar schooners on that blockade.

I request that these men may be returned to their vessel by the earliest transport or supply vessel from New York to Beaufort, N. C.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Rear-Admiral A. H. FOOTE, U. S. Navy,
Chief of Bureau of Equipment, etc., Navy Department.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to commanding officers, transmitting information regarding vessels under construction for the Confederates in England.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 12, 1863.

SIR: I enclose for distribution among the blockading vessels ^S_N of Cape Fear consular extracts received by me yesterday from the Depart-

ment regarding the steamers *Neptune*, *Virginia*, *Gertrude*, *Emma*, *Merrimac*, *Louisiana* (fitting for a gunboat), *Georgianna* (fitting for a gunboat), *Miriam*, and three large iron-plated men-of-war said to be building in England for the rebels.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy.

Commanding U. S. S. Dacotah.

Captain A. L. CASE, U. S. Navy,

Commanding U. S. S. Iroquois, off Wilmington, N. C.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding medical surveys.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 12, 1863.

SIR: There must always be some difficulty in getting three medical officers together to hold medical surveys, and the forms to complete them are cumbrous; therefore, unless in cases of some importance, it seems desirable to avoid them.

The object of a survey is to determine whether the persons submitted to it are so disabled as to render their discharge from the service or from the control of the squadron necessary, or to determine to what right and protection the disabled person is entitled.

In cases of temporary disease, requiring hospital treatment, a simple hospital ticket is all that is necessary, and I am informed by the fleet surgeon that this only was required in many of the cases embraced by medical surveys, reports of which I have lately received from the southern divisions of this squadron.

These stations are amply supplied with hospital accommodations. Besides the large hospital at Portsmouth, Va., we have temporary naval hospitals at New Berne, Washington, and Plymouth, N. C.; also an arrangement has been made by the proper authorities which gives us the use for our men of the army hospitals at Beaufort and Ocracoke, N. C.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEXANDER MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

Report of Acting Volunteer Lieutenant Furniss, U. S. Navy, regarding the construction by the Confederates of a formidable floating battery.

U. S. S. VALLEY CITY,
Off Nansemond River, Va., February 13 [12], 1863.

ADMIRAL: Lieutenant-Commander C. W. Flusser informed me before I left Plymouth, N. C., that he had reliable information from three

different sources that the rebels were constructing a formidable floating battery about 15 miles above Hamilton, N. C., on the Roanoke River.

This battery is said to be constructed from a scow made of one-fourth inch iron, which was formerly used for carrying cotton from the upper rivers to Norfolk; capacity about 500 bales. The scow has been strengthened by heavy timber and protected by cotton bales, and is intended to mount seven guns, three of which are said to be of a very heavy caliber. A deserter from the rebel fort at Rainbow Bluff, situated on the bank of the river about 3 miles below Hamilton, spoke of these guns as being larger than the IX-inch guns of the *Commodore Perry*.

The rebels give out that this floating battery is merely intended to act in concert with the fort at Rainbow Bluff for the defense of the river. It is well known, however, that they have two steamers above Hamilton, one the *Cotton Planter*, a stern wheeler, capacity 250 bales, and another smaller side-wheel steamer of about 60 tons burden, but quite powerful. These two would be quite sufficient to bring the battery down the river if they see fit.

Lieutenant-Commander Flusser has written to you on this subject by mail.

I have the honor to be, sir, very respectfully, your obedient servant,
 HARTMAN K. FURNISS,
Acting Volunteer Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, in view of expected attack at Plymouth, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 12, 1863.

SIR: Acting Volunteer Lieutenant H. K. Furniss, of the *Valley City*, reports you desired him to inform me that the rebels are fitting out a cotton-defended steamboat, to come down the Roanoke and attack our gunboats at Plymouth. You must make every preparation in your power for their reception.

If the officers and crews of the gunboats have been and are exercised from three to six hours every day at great guns and small arms, they will possess a skill and confidence in their use which will enable them speedily to destroy and capture such an enemy. You might readily construct a shelter on deck for sharpshooters, whom you might obtain from the army to serve as marines. The main thing is not to be surprised. The gunboats should be kept in perfect readiness for action day and night as though the men were constantly at quarters. The watch should be kept armed, and in times of threatened danger the rest of the officers and men should sleep in their clothes. In the latter part of the mid and during the morning watch and all thick weather the utmost vigilance should be observed. The vessels should occupy such a position as readily to support each other. The *Whitehead*, well armed and rifle screened, has left here for Plymouth to report to you. The *Ceres*, yet at Baltimore, I hope will soon follow. I rely upon you to give a good account should they make such an attack. Keep up a

constant full head of steam, cables unshackled, properly buoyed, and ready to slip without having any scope to veer, and keep a picket boat out, when necessary, with duly concerted signals.

Respectfully, yours,

S. P. LEE,
Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander C. W. FLUSSER, U. S. Navy,
Commanding Commodore Perry, Plymouth, N. C.

Report of Gunner Hines, U. S. Navy, regarding expected attack by guerrillas upon Elizabeth City, N. C.

ELIZABETH CITY,
On board Schooner B. Butler, February 12, 1863.

MY DEAR SIR: I deem it my duty to write you a few lines by the steamer *Lancer*.

I have devoted my time to drilling the soldiers to great guns. They have done well, considering the time they have been drilling. I am doing all I can, both on shore and on board. I go out scouting for guerrillas. We have just got in town. I succeeded in killing one to-day. None of my men were hurt, as the enemy would not stand.

Captain Sanders is down with you now. He is not willing for me to leave yet. I came near getting killed two nights ago by a ball fired by one of those murderers. The steamer leaves soon. Please send some stands of grape, as I know they will attack this place soon, for they are all around town.

Respectfully, your obedient servant, in haste,

SAMUEL D. HINES,
Gunner, U. S. Navy.

Commander A. MURRAY.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Delaware, to proceed to the assistance of the schooner Marie Banks.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 13, 1863.

SIR: Proceed to the schooner *Marie Banks*, on shore about 2 miles below Cape Henry, and render her all the assistance in your power. She had 364 coils of rigging belonging to the Navy on board, which you will take out and bring up. Land and provide with subsistence and necessary means strong working parties from the *Delaware* and *Wyandotte* and get this rigging out as quick as possible, and get it on board the *Delaware* and *Wyandotte* as fast as the weather allows. Acting Master Wright, commanding the *Wyandotte* was directed by me on the 10th instant to render this vessel assistance, and save the Government stores, and to take the wrecking schooner *Planet Mars* with her steam pumps and wrecking apparatus to assist him in the operation. He took the *Planet Mars* down there, but at the instance of her owners, without her pumps and wrecking apparatus, and immediately brought her back, after landing a small party from her and an officer from the *Wyandotte*. This party lifted 17 coils of rigging from the schooner,

which lies quite near it, to the beach, which was removed to the *Wyandotte* by Acting Master Wright and brought up here last night. The *Wyandotte* went up to Norfolk last night to get the steam pump of the *Planet Mars* and take it down to the wreck. I have not authorized the Bakers to wreck the schooner; it is the Government property I meant to save, and in doing so to assist her. I did not put Mr. Baker in charge of this operation, but Acting Master Wright. A. Rockwell, jr., master of the wrecking schooner *Planet Mars* and agent for the Messrs. Baker, informed me in writing on the 7th instant that she had a steam pump and wrecking apparatus. It was to have the assistance of this steam pump and wrecking apparatus that I directed Acting Master Wright to take her down. It appears from Acting Master Wright's report of last night that he went without the pump and apparatus and derived consequently no assistance from the schooner *Planet Mars*. Take with you from this ship and the *Galena* their small force pumps and necessary hose and do what you can with them to pump out the schooner and get this rigging out at once. Land a party to go there as soon as practicable.

Dismiss Mr. Baker if you do not need his assistance. Dismiss his schooner, which has so far rendered no assistance anyhow. She is still in the roads. Notify her as you go by. If you do need it, tell him he will be allowed 10 or 15 per cent on the appraised value of the public property belonging to the Navy which he may have taken out of the schooner before you reached there, or which he may assist you to save if you consider it necessary to continue his services after you reach there. Use all practicable dispatch in the performance of this duty and report to me the result of your proceedings in writing.

Respectfully, yours, .

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant AMOS P. FOSTER, U. S. Navy,
Commanding U. S. S. Delaware.

Report of Commander Case, U. S. Navy, regarding the Confederate defenses at New Inlet, North Carolina.

U. S. STEAM SLOOP IROQUOIS,
Off New Inlet, North Carolina, February 13, 1863.

SIR: I have to report the enemy working like beavers in adding to the defenses of New Inlet. From their apparent great energy I am induced to believe that in the event of our capture of Charleston this is to be the point for the blockade runners. For the same reason I am also inclined to believe in the truth of the report that the old channel (directly along the beach and close to Federal Point) has lately reopened with deeper water.

They have now four casemated batteries west of Fort Fisher completed and a fifth nearly so, each mounting two or three guns, built of heavy framework, and covered deeply with sand and sodded. A steam engine is in use, apparently for the purpose of raising the sand, etc. East of Fort Fisher there are two batteries of three guns each.

The light-house at Federal Point was taken down a few days before my arrival for the purpose, I presume, of using the materials in the construction of furnaces, etc., in the new batteries.

The defenses are much more formidable and much more judiciously arranged, on account of detached batteries, than those at the South Bar, Fort Caswell, etc.

The withdrawal of the *Penobscot* for repairs and of the *Genessee* for other service leaves the blockade east of Frying Pan Shoals weak and inefficient.

If a vessel now gets inside of the blockaders she can soon run under cover of the batteries and anchor until the tide serves for crossing the bar. A few months ago this would have been impossible, the defenses at that time being such as to make an immediate crossing of the bar absolutely necessary.

The following vessels are now engaged on the blockade east of the shoals, viz, *Iroquois*, *Cambridge*, *Mount Vernon*, off New Inlet. *Daylight*, from Masonboro Inlet east to New River Inlet.

The *Cambridge* requires extensive repairs, and is, by your order, to be sent North on the reporting of the *State of Georgia*.

The mortar schooner *Arletta* is at Beaufort, I believe, for anchors, having lost hers in the late heavy gales. Commander Parker represents her to be unfit for the service on account of her inability to work offshore. She had originally a centerboard, which was taken out when she was converted into a mortar schooner. If it could be restored, I think she would be of use to the blockade.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Commander Murray, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, to proceed to duty in Hatteras Inlet.

U. S. S. HETZEL,
New Berne, N. C., February 13, 1863.

SIR: I enclosed a copy of a letter from Acting Rear-Admiral Lee on the subject of the defense of Hatteras Inlet. Please proceed, when you are ready for service, to that point and comply in all respects with the suggestions made by him. In addition to that duty, you also take charge of duties as guard ship, and be governed by the instructions with which you have already been furnished.

Communicate with me as often as you find it practicable.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer, Sounds of North Carolina.

[Acting] Lieutenant ROBT. TOWNSEND,
Commanding U. S. S. Miami, New Berne, N. C.

Order of Fleet Captain Crosby, U. S. Navy, to Acting Ensign Boughton, U. S. Navy, to proceed as bearer of dispatch to Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 14, 1863.

SIR: Proceed to Norfolk, deliver to Captain Ludlow, assistant quartermaster there, the accompanying note* to him, and ask for a passage

* Not found.

by the very earliest conveyance by canal and sounds to New Berne on public business of the greatest importance. From New Berne you will proceed to Beaufort, N. C., by rail, where you will immediately report to the senior officer present and deliver to him the accompanying communication. Use the utmost dispatch in all your movements, and in case of delay on the route, communicate with any officer who may be in authority in the vicinity, in order to obtain extra transportation if possible, that you may arrive at your destination at the earliest moment. After delivering the dispatch you will await—on board one of the naval vessels—the return of the *State of Georgia* to the blockade off Wilmington, when you will rejoin her.

Respectfully, yours,

PEIRCE CROSBY,

Fleet Captain, in the absence of Acting Rear-Admiral.

[Acting Ensign] NAPOLEON BOUGHTON, U. S. Navy,
U. S. S. *State of Georgia*.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 14, 1863.

SIR: By telegraphic order of the Department, you will intercept the ordnance store vessel *Paramount* before entering the port, if possible, and direct her to proceed at once to Port Royal and report to Rear-Admiral Du Pont. This order is important.

Respectfully, yours,

PEIRCE CROSBY,

Fleet Captain, in the absence of Acting Rear-Admiral.

SENIOR OFFICER AT BEAUFORT, N. C.

Report of Captain Sands, U. S. Navy, transmitting reports regarding the escape of a steamer into Cape Fear River, North Carolina, and reconnaissance of Shallotte and Little River inlets.

U. S. STEAM SLOOP DACOTAH,
Off Cape Fear River, North Carolina, February 14, 1863.

SIR: I have the honor to report that a large side-wheel steamer succeeded in eluding us and got into this river this morning at 4 a. m. I had a picket boat from this vessel inside the bar, and one from the *Monticello* was anchored on the bar in 13-foot water. The latter saw nothing of the blockade runner, but my picket boat, in charge of Acting Master W. Earle, saw her pass between him and the shore, and came near being run over by her soon after discovering her. The boat was anchored in 12-foot water on the western side of the channel, with the fort bearing N. N. E., and the steamer passed between her and the beach, evidently having tracked the beach along, where, under cover of the dark land, she could not be seen a quarter of a mile off in the obscurity of the hour before daylight. The moon, in its last quarter, was just rising, but was behind clouds. The *Chocura* was stationed at the Western Bar, the *Monticello* farther west, near the shore, and the *Dacotah* guarding the approaches to the bar. Yet neither vessel, with all their accustomed watchfulness, saw anything of the blockade runner, and it is with much chagrin that I am obliged thus to report a rebel success. I enclose the report of Acting Master W. Earle of the circumstance. Without more vessels to string along the beach in sight of each other, and a line, or even one steamer, outside, to intercept

before they make the land, I can not see how we are to prevent these successes in running the blockade, which I had flattered myself we had made a close one—and had not my picket boat seen her go inside I would not have believed she had gotten in at this inlet with the arrangements I had made to prevent the breaking of the blockade.

Having ordered the *Maratanza* down to Shallotte Inlet to relieve the *Victoria*, that she might go to Beaufort to replenish coal, I gave to Commander Scott my launch and howitzer to make reconnoissance of the inlet there for any vessels that might be inside ready to run out, and to learn something of the bars.

I enclose his letter, accompanied by reports of the officers in charge of the expedition. The two prisoners taken by them in the boat they captured are on board this vessel, subject to your orders. No vessels were found in either inlet. We gain no information from the prisoners, who were conscripts and have served but three months, as they say, much against their will, and would like to go back under parole, so that they should not have to fight against the old flag.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure No. 1.]

U. S. S. DACOTAH,
Off Wilmington, N. C., February 14, 1863.

SIR: Last evening, in obedience to your order, I took the second cutter and proceeded to the bar on picket duty.

At 8:45 anchored close in with the northern shore, in 8 feet water, a short distance to eastward of Piney Point. At 10, weighed anchor, and, steering across the channel, came to in 8 feet water. 12:30 flood tide made; weighed anchor again, and at 1 o'clock came to on the northern side of the channel in 12 feet water, Fort Caswell bearing N. N. E. about one-fourth of a mile distant. Here we lay till 4 o'clock, when we saw a light bearing west; by its rapid approach, I knew it to be a steamer's light, and by the course she was steering I was convinced that we were in imminent danger of being run down. I ordered the anchor to be taken up, and a few strokes of our oars placed us in safety. As she came abreast of us she stopped her engine, and we sent up a rocket over her stern, and she then steamed ahead fast again. In a few moments after we burned a red light to indicate that a chase would be useless, as she was a long way inside the bar.

From the time we first saw the light till the steamer passed us, five minutes could not have elapsed, and I am certain her hull had not been in sight more than two minutes.

She was long, low steamer, with two masts and two smokestacks; her length I thought fully equal to that of the *Dacotah*, and was a side-wheel steamer.

She extinguished her light when she came up to us, and set it again as she proceeded up, and was answered from Fort Caswell.

The moon being up, and morning close at hand, I immediately came on board.

Very respectfully, your obedient servant,

WM. EARLE,
Acting Master.

Captain B. F. SANDS,
Commanding U. S. S. Dacotah.

[Enclosure No. 2.]

U. S. S. MARATANZA,
Off Shallotte Inlet, North Carolina, February 11, 1863.

SIR: I herewith transmit reports of a reconnoissance made by Acting Ensign Gibney at Shallotte and Little River inlets.

The articles of clothing captured were of a very inferior quality and were given to the boat's crew and contrabands.

Very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Captain B. F. SANDS,
Comdg. U. S. S. Dacotah, Senior Officer off Wilmington, N. C.

[Subenclosures.]

ON BOARD U. S. S. MARATANZA,
Off Shallotte Inlet, North Carolina, February 8, 1863.

SIR: In obedience to your order of the 7th instant, to make a reconnoissance up Shallotte Inlet, we left the ship at 7:30 p. m. same date, in the launch well manned and provided with everything necessary for such an enterprise.

After leaving the ship we steered in N. E. by N., and sounding as we proceeded. We found the soundings to be very regular, the water shoaling gradually from 6 to 3 fathoms to within one-fourth of a mile of the bar, which runs parallel and nearly across the mouth of said inlet.

After some delay in finding the entrance we discovered a break in the bar, which we supposed to be the channel. We immediately steered for it, and were right in our supposition, for it proved to be the entrance. In it we found 2 fathoms of water, it being then nearly high tide, and just within we found 3 fathoms, which soundings we kept until we arrived nearly across the inlet. * * *

We then steered E. about 2 miles, shoaling the water from 2 to 1 fathoms. We then found it necessary to cross to the south side of the inlet, as the channel tended in that direction.

We proceeded up that shore about 3 miles farther without seeing anything of importance.

Finding the tide to be ebbing very fast, and having a difficult channel to navigate, we started on our return. We followed the south side of the river back, where we found another channel, but more intricate than the one on the north side of said inlet.

At 1 a. m. we passed out of the entrance to Shallotte Inlet on the bar, it being then low tide, 1 fathom of water.

At 2 a. m. we returned to the ship, having accomplished the object of our enterprise.

Very respectfully, your obedient servants,

JAMES C. GIBNEY,
Acting Ensign.
GEORGE SMITH,
Acting Ensign.

Commander GUSTAVUS H. SCOTT,
Commanding U. S. S. Maratanza, Shallotte Inlet, N. C.

U. S. S. MARATANZA,
Off Little River, North Carolina, February 10, 1863.

SIR: In obedience to your order to make reconnoissance up Little River, and to ascertain if there were any vessels up the river, on the

9th instant at 7:30 p. m. we left the ship in the launch, the crew properly armed and equipped for such an enterprise, and accompanied by a boat and crew from the schooner *Matthew Vassar*, moved inshore in a northeasterly direction. After some delay in finding the channel we eventually succeeded and crossed the bar, on which we found 6 feet of water, it being about mid tide. After crossing the bar, and depending on the officer in charge of the boat from the *Matthew Vassar* (who had been up the river before) for instructions how to proceed, we found him totally deficient of any knowledge of the course of the channel, and consequently had to depend wholly on our own resources; in doing so, we got into a false channel, and in retracing our way we discovered a boat with five men in her, pulling up the river. When about 100 yards off we hailed them and ordered them to come alongside, but they being near the shore, and taking the alarm, three of them jumped overboard and succeeded in making their escape. We immediately landed a party and sent them in pursuit, but owing to the facilities the place afforded for secreting themselves, we failed in capturing them. In the captured boat were two men named, respectively, G. W. Hewett and Stephen Hewett, natives of North Carolina, who surrendered as prisoners without resistance. We found also in the boat 5 muskets, 23 each of jackets, caps, drawers, shirts, stockings, 23 pair of shoes and 1 dozen blankets, intended for the use of a company of infantry stationed at this place. From what appeared to us to be very reliable statements, made by the prisoners (that there was one company of infantry and one of cavalry, about 175 men in all, stationed at a small fort about one-half mile up the river from where we were then, the fugitives having alarmed the garrison, as we saw by their firing muskets and rockets), we did not deem it prudent to proceed up the river any farther, so started on our return. In running out of the inlet, sounding as we came, we found from 2 to 3 fathoms of water in mid-channel, and on the bar at 11 o'clock, it being high tide, we found 10 feet of water. We returned to the ship at 12 midnight, not being entirely successful in accomplishing the object of our enterprise.

Very respectfully, your obedient servants,

JAMES C. GIBNEY,
Acting Ensign.

GEORGE SMITH,
Acting Ensign.

Commander G. H. SCOTT,

Commanding U. S. S. Maratanza, off Shallotte Inlet, N. C.

Report of Commander Case, U. S. Navy, of the escape of a brig through the blockade, and urging an increased force off New Inlet, North Carolina.

U. S. STEAM SLOOP IROQUOIS,
Off New Inlet, North Carolina, February 15, 1863.

SIR: The *Cambridge* will have to go to Beaufort for coal to-morrow evening (16th).

The *Daylight* came in from the eastward this morning. I shall retain her for the blockade of the main entrance, hoping I may soon have a vessel to supply her station, which will be left without one until the return of the *Cambridge* or the arrival of a vessel from the north.

I can not urge too strongly the necessity for an increased force here.

I regret to say that I fear a brig, which had been lying inside of Zeek's Island for some time, escaped on Thursday night or early Friday morning (12th and 13th instant). There was a dense fog on

Thursday and the night was very thick, with fresh breeze from the southward and westward. The *Cambridge* ran some 30 miles off the coast, after daylight, to look for her, but failed, met a N. E. gale, split her fore-topsail, and returned in the afternoon to report her want of success.

The *Genesee* left here on the 7th instant for Beaufort, but has not yet returned.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander, U. S. Navy, Senior Officer off New Inlet, N. C.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, regarding the disposition of the vessels of his command.

U. S. S. HETZEL,

New Berne, N. C., February 15, 1863.

SIR: I have the honor to report that the following is the semi-monthly statement of the disposition of vessels in the sound from February 1 to 15, inclusive:

February 1, 1863, the *Delaware* left for Plymouth with coal schooner *Fannie* in tow.

February 2, the sloop *Granite* left for her station at Ocracoke Inlet.

February 4, the *Lockwood* started for Washington, N. C., having Commander Davenport and Captain Ottinger, of the U. S. Revenue Service, on board, and taking mail.

February 8, the *Shawsheen* arrived from Hatteras Inlet.

February 8, the *Lockwood* returned from Washington, N. C.

February 8, the *Seymour* left for Hatteras Inlet to relieve *Shawsheen* and aid *Miami* in getting off the Swash.

February 12, The *Seymour* returned from Hatteras Inlet.

February 12, the *Miami* arrived from Beaufort, N. C.

February 12, the *Whitehead* arrived from Hampton Roads with dispatches, etc.

February 13, the *Shawsheen* proceeded to Hatteras Inlet to remain until return of *Miami*.

February 14, the *Seymour* left for Plymouth with coal schooner *Deborah Jones* in tow.

The *Delaware* left Plymouth with *Valley City* in tow for Hampton Roads (date not known). With these exceptions the fleet is stationed as per report of January 31.

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Warren, U. S. Navy, of the escape of a steamer off New Inlet, North Carolina.

U. S. S. DAYLIGHT,

Off New Inlet, North Carolina, February 16, 1863.

SIR: On the evening of the 15th instant (weather foggy), whilst standing toward Fort Fisher, we discovered a steamer running for the

river channel from the south. We immediately started ahead at full speed to cut her off, which we did. It being about sunset, I made the usual signals, and fired a gun to notify the fleet. The chase immediately turned back and ran south or S. S. E. We followed and fired as fast as we could, but we could not gain on her; she outran us. We fired eighteen 30-pounder Parrott shell and eight 32-pounder solid shot at her, but with what result we could not tell, for it soon grew quite dark, and we lost sight of her.

The *Iroquois*, *Mount Vernon*, and *Cambridge* were soon alongside of me, but it was by this time quite dark. We spread out and searched for her, but did not find her again.

I was near enough for a good view of her, and lost her for want of speed. She was a long, low, rakish side-wheel steamer, with two funnels and two masts, with yards on the foremast, and on examination of your extracts from Liverpool and Glasgow, she strongly resembles the *Iona*, *Pearl*, *Lloyds*, and *Neptune*. She could not have escaped if we had had 4 knots more speed.

We anchored near the mouth of the channel during the rest of the night. She did not get in.

I am, very respectfully, your obedient servant,

J. D. WARREN,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Captain Sands, U. S. Navy, regarding the inefficiency of the blockade of the Cape Fear River.

U. S. STEAM SLOOP DACOTAH,

Off Cape Fear River, North Carolina, February 17, 1863.

SIR: I have to acknowledge receipt this day of your communications of January 17, about attention to southern limits of blockade and directions as to keeping best armed vessels at the main inlets, to guard against the breaking of the blockade; and 29th January, enclosing for distribution copies of extracts from the Department, regarding screw steamer *Miriam*, from London, with rifles, etc., for Confederates, etc.

In regard to the blockade of the inlets below this entrance to Cape Fear River, I have to state that I have a schooner at Little River, with a steamer at Shallotte, which latter also visits the Little River Inlet. As one steamer is always away for replenishing coal, I have but two available, besides the *Dacotah*, for the blockade of this entrance, and yet the enemy succeed in getting in, as you will see by my communication of 14th instant, and notwithstanding my precautions of picket boats in addition to the watches of vessels; so that you will see how little a vessel can be spared from this entrance for the service farther south.

I think it even necessary, for the more effectual blockade of this river, that another efficient steamer should be stationed here, if I had one for the purpose.

Your postscript, that the intercepted information was not so reliable as the official dispatches, pointing to the main entrances as the point for concentration for an attempt to force the blockade, gives me some latitude, and until your further orders, I will husband what strength I have at this point. Captain Case, with the *Iroquois* and other vessels, is at New Inlet.

If I had another active steamer to guard from Lockwood's Folly along the coast eastward to this entrance, I would stand a better chance to intercept some of these blockade runners, who, under the cover of dark nights, are succeeding in passing us unseen.

I have also to acknowledge receipt of yours of 16th January, enclosing for distribution copies of a statement of periodical returns required from each commanding officer.

Owing to the succession of bad weather since the arrival upon the station of the *Iroquois* I have not been able to communicate across the reef. Indeed, sometimes weeks will elapse without a chance to get a boat across and our means of communication is often at Beaufort, where the vessels meet for fuel. I would suggest that any communication that requires immediate and prompt attention of the parts of the blockading squadron on the New Inlet side of the reef, be made direct to the senior officer there, as it reaches its destination sooner than by coming through me.

Very respectfully, etc., your obedient servant,

B. F. SANDS,
Captain, Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, advising that that vessel be sent to a Northern port for repairs.

U. S. S. CAMBRIDGE,
Beaufort, N. C., February 17, 1863.

Sir: I have to report the arrival of this vessel at this port for the purpose of coaling.

I have to report that the *Cambridge* is in want of extensive repairs; but I am of the opinion that we can hold out for a month or more, if any demonstration is to be made on Wilmington and the adjacent forts, and we all most anxiously desire to remain to take part in the fight, if it is to come off soon, although the boiler is liable to fail any moment.

I would most respectfully suggest that the officers and crew of this vessel have been engaged on the blockade for the last year and a half without any opportunity to visit their families and friends, or any relaxation from their arduous duties except a short time at Baltimore.

Nearly every officer and man attached to this vessel are natives of the Northern States, and it is very desirable that they should be allowed the usual privileges of visiting their friends while the vessel is refitting for active service. This will be impossible if Norfolk or Baltimore be the port selected in which to make the repairs.

My experience at Baltimore convinces me that the repairs can be made at the North cheaper, better, and more expeditiously than will be possible either at Baltimore or Norfolk. Besides, it is nothing more than common justice to allow the men a short leave of absence to visit their homes. I have not been absent a single day since I reported for duty on board in August, 1861, and this is the case of many others.

The health of the men would be improved, and they would be more contented and happy by having this small indulgence.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 18, 1863.

SIR: I respectfully submit the following statement of the present disposition of the vessels attached to this squadron:

Vessels.	Station.	Remarks.
Minnesota	Off Newport News.	Flagship.
Zouave	do	Tug.
Commodore Morris	do	Picket boat.
Commodore Barney	do	Do.
Saugamon	do	Ironclad.
Galena	do	Do.
Ceres	do	About to proceed to sounds of North Carolina.
Brandywine	Hampton Roads	Storeship.
Charles Phelps	do	Do.
Philadelphia	do	Dispatch boat.
Mount Washington	do	Do.
Delaware	do	To be detailed for blockade in Chesapeake Bay.
Ben Morgan	do	Ordnance vessel.
Roman	do	Do.
Mystic	do	Guard vessel.
Wyandotte	do	Temporarily.
Stepping Stones	Nansemond River	Guard vessel.
Valley City	do	Temporarily at the mouth.
Young Rover	Norfolk, Va.	Guard vessel.
Morse	do	Repairing.
Alert	do	Do.
Young America	do	Do.
Violet	do	Do.
Mahaska	York River and Chesapeake Bay	
Crusader	do	
General Putnam	do	
Saml. Rotan	do	
Cohasset	Washington, D. C.	Tug, repairing.
Penobscot	do	Repairing.
Hetzel	Sounds of North Carolina	At New Bern, N. C.
Hunchback	do	Do.
Lookwood	do	Do.
Seymour	do	Do.
Brinker	do	Do.
Louisiana	do	At Washington, N. C.
Commodore Hull	do	Do.
Shawsheen	do	Albemarle Sound.
Whitehead	do	Do.
Commodore Perry	do	Do.
Southfield	do	Do.
Underwriter	do	Do.
Miami	do	Hatteras Inlet.
Granite	do	Ocracoke Inlet.
William Badger	do	At Beaufort, N. C., storeship.
Arlotta	do	At Beaufort, N. C., schooner, repairing.
Dacotah	Off Wilmington, N. C.	Senior officer south of Cape Fear.
Iroquois	do	Senior officer north of Cape Fear.
Maratanza	do	
Monticello	do	
Victoria	do	
Daylight	do	
Mount Vernon	do	
Cambridge	do	
Chocura	do	
Matthew Vassar	do	Schooner.
William Bacon	do	Do.
State of Georgia	do	Towing the Nahant to Port Royal.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Case, U. S. Navy, of the escape of a steamer off New Inlet, North Carolina.

U. S. STEAM SLOOP IROQUOIS,
Off New Inlet, North Carolina, February 18, 1863.

SIR: I have to report that a large two-pipe steamer endeavored to enter New Inlet about 6 p. m. on the 15th instant. She was discovered by the *Daylight* when near the entrance, turned back, and chased down the reef. The night was very dark and misty, the steamer was faster than the *Daylight* or *Mount Vernon* (which joined in the chase) and escaped, though, I trust, not without being hit by some of the many shots fired at her.

I had gone out into deep water with this ship to bury a man, and only got back in time to receive the report of her disappearance.

I have to commend Acting Master Warren for his vigilance and prompt action.

The steamer has not since returned, but we think she may, and are keeping close watch for her.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Captain Sands, U. S. Navy, of the capture by the U. S. S. Victoria of the brig Minna, and transmitting report of Acting Volunteer Lieutenant Hooker, U. S. Navy.

U. S. S. DACOTAH,
Off Cape Fear River, North Carolina, February 18, 1863.

SIR: I have to acknowledge the receipt this day of your letters, viz, February 6 (marked confidential), about disposition of the vessels of this squadron while coaling at Beaufort, and the private signals to be used by them entering that port, and the impracticability of withdrawing the *Cambridge* and *Maratanza* until further orders.

* * * * *

I have to report that Acting Volunteer Lieutenant E. Hooker, commanding the U. S. S. *Victoria*, towed here a prize brig, captured by him near Shallotte this morning. Her name *Minna*, of [Quebec, from] Nassau, [New Providence], loaded with salt, drugs, etc. Her master and crew had abandoned her upon his firing to heave her to, and had she no contraband, would be a prize derelict. He sends her to New York for adjudication with master, the mate, and two of her crew, the remainder retained on board to be sent north at some other more convenient opportunity. I enclose his report.

I would also have sent by her several of my crew whose terms of service have expired, but there was no room, and I must wait for another opportunity.

The terms of service of some of my best men have expired, say nine more, since my last communication upon the subject—one first-class fireman, four coal heavers, and four seamen; and during the rest of the month and 20th of March, there will be two first-class firemen, four

second-class firemen, and one coal heaver, six more of the best men in the engineer's department.

I have received five men of the *Columbia's* crew, and when I hear of the disposition of the rest of her crew upon the other side of the reef, I will make to you a report accordingly.

The weather for the past month has prevented any communication across the reef.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—February 19. I have to acknowledge receipt of consular extracts of correspondence received by you February 5.

The *Genesee* came in here last evening for Parrott ammunition from the *William Bacon* on her way, under orders, to Western Gulf Squadron. As it was but a small quantity he required, I allowed him to take it.

I have also the gratification to report to you that the *Giraffe*, the steamer that got into the river and nearly ran over my picket boat on the 14th instant, as reported to you on that date, attempted to escape last night and nearly ran over the *Chocura's* picket boat, which gave the signal warning, upon which the steamer returned inside, baffled in her attempt. It was a dark, foggy night, and just at high water. We almost wish she had gotten out farther, that we might have had a chance to take her, but in the obscurity of the night there was every chance of her escape, and once having lost sight of her she would have been successful. We were ready, every vessel, but could not even see each other until close aboard, nor was anything seen of the *Giraffe*, except by the picket boat. In these dark and foggy nights the odds are greatly in favor of the neutrals, but our vigilance is unrelaxed.

I enclose a communication from Lieutenant Hooker, commanding *Victoria*, in relation to the inefficiency of his officers. No vessel here can spare an officer without affecting her efficiency, and hope the case may be remedied by sending him officers. The picket duty is very hard upon all.

Very respectfully,

B. F. SANDS,
Captain and Senior Officer.

[Enclosure.]

U. S. S. VICTORIA,
Off Shallotte Inlet, February 18, 1863.

SIR: I have to report to you that this morning, at early daylight, a brig was discovered standing in toward the land under easy sail at Bacon Inlet, a few miles above me. I immediately got underway and steered so as to cut him off. When within about 2 miles of the vessel they saw me and immediately made sail, standing on toward the land. I fired a shot across her bow, when she backed her fore-topsail, and all her crew (captain, mate, and six men) left in the boat, taking with them their clothing, private ventures, the ship's papers, chronometer, etc. Although the fore-topsail was left aback, yet her other sails were so trimmed that the vessel was forging ahead rapidly, evidently with the intention of having her beached before we could reach her.

On discovering the boat leaving the vessel, I at once opened fire upon it, and after the second shot they tossed oars and awaited my approach. A boat was dispatched to the brig, which reached her in time to save her from going on shore. On boarding, they found the vessel entirely deserted, all the officers and crew having abandoned her. She proved to be the brig *Minna*, of Quebec, from Nassau, New Providence, with salt, drugs, etc.

Very respectfully, your obedient servant,

EDWARD HOOKER,

Acting Volunteer Lieutenant, U. S. Navy, Commanding Victoria.

Captain B. F. SANDS, U. S. Navy,
Senior Officer on Station.

U. S. S. VICTORIA,

Off Shallotte Inlet, North Carolina, February 18, 1863.

SIR: My ship is so deficient in competent officers that I have been obliged to send this prize home in charge of my executive, [Acting Master Alfred Everson], he being the only officer I have competent to navigate the ship. I trust, therefore, that he will be returned to me as soon as possible, as my ship is seriously crippled by his absence.

Very respectfully, your obedient servant,

E. HOOKER,

Acting Volunteer Lieutenant, U. S. Navy, Commanding Victoria.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting list of army steamers at Fort Monroe.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., February 18, 1863.

SIR: The major-general commanding the department directs me to forward you the enclosed list of vessels in Government employ at this place and vicinity, with the respective dates of assignment and numbers of the flags assigned to such vessels.

I would also respectfully state that the omission to supply you with the list before was on account of my having supposed that due notice was also given you by the Chief Quartermaster, Lieutenant-Colonel Thomas, at the same time that he furnished it to these headquarters.

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

D. T. VAN BUREN,

Assistant Adjutant-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

Class.	Name.	No. of flag.	Date of assignment.
Steamer	Swan	34	1862.
Do	Star	35	Dec. 22
Tug	Lillo	36	Do.
			1863.
Do	Dictator	40	Jan. 10
Steamer	Henry Burden	41	Jan. 13
Do	C. W. Thomas	42	Feb. 2
Tug	Chowan	43	Do.
Steamer	W. Whildon	44	Feb. 4

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., February 18, 1863.

Official:

D. T. VAN BUREN,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding additions to the list of army steamers.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 19, 1863.

GENERAL: I have received from your assistant adjutant-general a communication, dated February 18, enclosing a list of steamers in the employ of Government at Fortress Monroe, Va., and vicinity. I beg to be informed if these are to be considered as additional to those included in the lists sent me in your letters of October 20 and 23. I fear that some irregularities have been occasioned by my not having been promptly supplied, agreeably to the arrangement agreed upon in October, with the names of steamers as they were added to or taken from the original list. Under this arrangement steamers may enter and pass out of the roads without being recognized as in the employ of your department. To avoid any abuse which might arise out of this custom, I have to request that you will issue orders that all steamers shall communicate with the guard vessel in passing between the hours of sunset and sunrise. I will instruct the outer guard vessel accordingly.

I have also to request that you will direct that the flag-of-truce steamers shall be required so to arrange their movements as not to pass the blockade at Newport News at night, as by so doing they are liable to be fired into.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fort Monroe, Va.

Report of Commander Case, U. S. Navy, of the escape of a schooner from the blockading fleet off New Inlet, North Carolina.

U. S. S. IROQUOIS,
Off New Inlet, North Carolina, February 19, 1863.

SIR: I have to report that at daylight this morning a schooner was seen passing inside the batteries. The *Mount Vernon* fired two shots

at her, but both fell short. She had kept the northern shore close, and was over the bar when discovered. The night was dark, with a mist over the land, and a vessel could be seen only a short distance. Wind from the northward and westward.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Lieutenant Townsend, U. S. Navy, commanding U. S. S. Miami, to proceed to Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 19, 1863.

SIR: Proceed with the *Miami* under your command to Hampton Roads, choosing your weather, and report to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Lieutenant ROBT. TOWNSEND, U. S. Navy.

Commanding U. S. S. Miami, Hatteras Inlet.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, to cooperate with land force for the destruction of Confederate ironclads under construction.

Confidential, by General Foster.] U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 19, 1863—10 a. m.

SIR: In March the rains swell the Neuse, Tar, and Roanoke. On these rivers the enemy are building ironclads, and Plymouth is now threatened. With the *Whitehead* and *Ceres* (rifle-screened) and such of the other vessels as you may need and are most readily fitted either with some of the 104,000 pounds of boiler iron ordered from Philadelphia to New Berne to rifle-screen the vessels in the sounds, or even with thick oak planking, bales, etc., for the protection of a sufficient force of sharpshooters (which I desire you to obtain from General Foster and which he has promised me to supply), you can, cooperating with General Foster's land force, destroy the rebel ironclads building on the rivers, beginning operations on the river where the rebel demonstration is most threatening. Make every arrangement in your power for the prompt and timely execution of this plan. The bad weather and perhaps difficulty in obtaining the iron may make delay, and you had best look round for some substitute and arrange for using it should the iron fail to come in time; but I'll use every effort to get it there.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEX. MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander De Haven, U. S. Navy, to furnish explanation regarding the case of the schooner Golden Eagle.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 19, 1863.

SIR: The Department, under date of February 10, enclosed to me a copy of a communication from Lord Lyons, received through the Secretary of State and dated February 3, relative to, and covering a complaint, of which the within is a copy, from the master of the schooner *Golden Eagle*, claiming compensation for her seizure and detention, and for property of which he states the vessel to have been pillaged while detained. Under date of the 14th December you reported to me the seizure of a vessel of that name by the *Penobscot*, and enclosed to me the testimony of her crew. On the 26th of December I advised you, unless you had better evidence than you had sent me, to release her; which was done on the 5th of January, as I learn from a copy of the certificate of release. The Department requires an explanation of this affair. Report to me the facts in full as soon as practicable.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. E. DE HAVEN, U. S. Navy,
Commanding U. S. S. Penobscot, Washington Navy Yard.

[Enclosures.]

BEAUFORT, N. C., January 9, 1863.

SIR: I sincerely hope you will excuse my making so bold to address you. I, John Mackenzie, master of the schooner *Golden Eagle*, of and from Nassau, New Providence, bound to Beaufort with a cargo of salt, having received a license from the U. S. consul at Nassau for the same, do hereby certify that on the morning of the 13th day of December was boarded by the U. S. S. *Penobscot* and taken into Beaufort with a prize crew, during which time they pillaged from the vessel her stores, composing 50 pounds of coffee, at 20 cents per pound; 50 pounds of sugar, at 15 cents per pound; one-half barrel of beef, \$10; 120 pounds of ham, at 20 cents per pound; 6 pounds of butter, at 50 cents per pound; 2,000 oranges, at \$3 per 100, and from myself \$6; from the mate, Mr. Davis, \$15; from the cook, \$30; from one of the seamen, \$10.

The vessel was delivered up to me on the 5th day of January, 1863, having detained the vessel twenty-three days, for which I claim \$25 per day, and during which time the salt has fallen 40 cents per sack. I will be extremely obliged to you if you will put the owners in the way to recover the same by sending to Messrs. Sawyer & Menendez, Nassau, and you will oblige,

Your humble servant.

JOHN MACKENZIE.

Hon. LORD LYONS,
British Minister at Washington.

The latitude of the vessel when she was captured was 33° 51' N. and longitude 76° 37' W., distant from Beaufort Bar 51 miles, due south.

U. S. GUNBOAT PENOBSCOT,
Washington Navy Yard, March 9, 1863.

SIR: Your second communication respecting the detention of the schooner *Golden Eagle*, of Nassau, New Providence, was received yesterday.

The first communication was duly acknowledged, and the circumstances of the capture of the *Golden Eagle* were then given, as well as my report at the time of her capture.

* * * * *

Very respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the officer in charge of the prize schooner Emma Tuttle.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 20, 1863.

SIR: Referring to your letter of February 14, 1863, I have no information regarding Acting Master's Mate W. F. Durgin. I informed the Department in my No. 65, of January 15, that I knew nothing more of the *Emma Tuttle*, the prize in his charge, than that she had arrived at Nassau, in charge of her original crew, as I had learned from a paragraph in the public prints.

I will enquire of Acting Master Warren, commanding U. S. S. *Daylight*, if he has returned to that vessel, or if he has any information regarding him since he left in the *Daylight's* prize, the *Emma Tuttle*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, to proceed to duty in the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 20, 1863.

SIR: Proceed to New Berne, N. C., by way of Hatteras Inlet or by the canal [Dismal Swamp], with the *Ceres* under your command, and report to Commander Murray, senior officer there, for duty in the sounds of North Carolina. Select good weather for making the passage. The commanding officer of the *Brandywine* has orders to fill up your requisition for men. If the transfer of their accounts is likely to occupy more than an hour, proceed to sea without them. The paymaster of the *Commodore Perry*, on whose books the accounts of

your vessel are, has orders in that case to send them after you by mail as soon as practicable.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Volunteer Lieutenant JOHN MACDIARMID, U. S. Navy,
Commanding U. S. S. Ceres.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding army steamers.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., February 20, 1863.

ADMIRAL: I have just received your communication of yesterday.

The list of steamers sent you by Colonel Van Buren yesterday shows the additions made to the list furnished you in October. These steamers should have been reported to you at the time they were respectively taken into the service of the quartermaster's department, but through a misapprehension in the assistant adjutant-general's office, explained in Colonel Van Buren's letter, they were not reported to me. I will see that no such mistake occurs hereafter, and that all changes are reported on the day they are made. I think no inconvenience has resulted from it, as all these steamers have a flag number, and none others are passed without special permits.

All steamers in the service of the Army communicate with the guard vessel now, both by night and day, when it is possible. If they are in the quartermaster's service, they exhibit a flag with a number corresponding with that on the list which has been furnished. If not in his service, they are passed under special permits.

There is a difficulty at night in distinguishing the guard vessel from others, and I respectfully suggest that the one here, as well as the one at Norfolk, may hoist a red light at night, so that our steamers may know and be able to communicate with them.

In regard to flag-of-truce boats, their purpose always is to reach here before night, but Colonel Ludlow is sometimes unavoidably detained, and it may happen, too, that our prisoners can not be put on board the transports at City Point in time to reach your picket boat until after dark. The prisoners are generally miserably provided for, and a delay of a single night at Newport News would be inconvenient. I therefore propose that you suggest some signal by whistle or lights by which the flag-of-truce boats may advise you of their approach. It is not likely that it will be often necessary to use it.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding signals.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 21, 1863.

GENERAL: I have received your communication of February 20 and have directed that the guard vessel off Fort Monroe and Norfolk shall

have a red light hoisted between sunset and sunrise. When I wrote you about the flag of truce, I had considered what you now suggest about a signal. The objection to that is this: Any such signal will be quickly understood through informers, and may be badly abused by the enemy. If the exchanged prisoners pass the night of their arrival at Old Point on board the steamer, the inconvenience would probably be the same, if the flag-of-truce boat should leave City Point at such an hour as would admit of her passing the blockade at daylight. If this, which appears to me to be quite practicable, can not be carried out, I will, on hearing from you, instruct the fleet captain to arrange variable signals with the flag-of-truce boats and the picket vessels.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the Confederate steamer Richmond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 21, 1863.

SIR: The officer who boarded from this ship a flag-of-truce steamer from City Point yesterday afternoon reported to me that a Confederate officer from Richmond that morning informed the officer in charge of the flag of truce that the rebel steamer *Richmond* was all ready and waiting above Fort Darling for some one to come up after her. The boarding officer also reported that the flag-of-truce steamer brought down 204 paroled prisoners, the majority of whom are the crew of the U. S. S. *Isaac Smith*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Chief of Bureau of Ordnance, regarding supplies.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Newport News, February 21, 1863.

SIR: I asked yesterday for the regulation allowance to enable me to have requisitions made out here for the necessary ordnance supplies for certain ironclads carrying four XV-inch and six XI-inch guns, to secure accuracy and dispatch. I hope the Bureau will at once order 600 rounds of ammunition for each of these XV-inch guns and 1,000 rounds for each of these XI-inch guns. This ammunition, with such other necessary supplies as your judgment will suggest should accompany it, should be sent to Beaufort in new and staunch vessels, not drawing over 14 feet water, and to be chartered by the month, so that

this could be taken from place to place as required. It would be desirable to have from 1,000 to 1,500 hand grenades.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Rear-Admiral J. A. DAHLGREN,
Chief of Bureau of Ordnance.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting that two rifle-screened vessels be sent at once to New Berne, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 21, 1863.

SIR: I have to request that two steamers of between 6 and 7½ feet draft, rifle-screened, with four-sixteenths or five-sixteenths-inch iron on the sides, around and over the battery, on the pilot house and engine room, be sent to New Berne with all practicable dispatch.

I have made every effort to repair and rifle-screen the vessels there, but several of them are in very bad condition and only a part can be withdrawn at a time for repairs. The *Ceres*, after two and a half months' absence, returns with her battery only rifle-screened along her low bulwarks.

The *Miami* steers badly in the shoal water of the sounds. I have withdrawn her from the sounds and shall bring her here where she is needed and will be more useful. Commodore Harwood understands rifle-screening and fitted the *Whitehead* well.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[First endorsement.]

The commandants at Philadelphia and at New York have been requested to make enquiry if suitable vessels can be obtained.

W[ELLES.]

[Second endorsement.]

Notify Lee to the above effect, but tell him that it is probable that no such vessels can be found, at least within two or three months.

[FOX.]

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of instructions to Lieutenant-Commander Flusser, U. S. Navy, in view of Confederate operations in the Roanoke River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 21, 1863.

SIR: Recent reports from the sounds indicate great activity on the part of the rebels. Information, considered reliable by Lieutenant-Commander Flusser, has been sent me by Commander Murray, dated

14th instant, that the enemy's ironclad up the Roanoke River is to come down on the 15th of March. Measures have been taken, and which I think will be effectual, to provide, as far as our facilities there will allow, against any such contingency and to secure a good result. Commander Murray informs me that he has improvised several men-of-war out of army transports, by the sanction and at the request of Major-General Foster, manning and equipping them at the expense of the army. Two of them (schooners) he has placed at Elizabeth City; one he was preparing for Winfield and one for Beaufort for the protection of the railroad terminus there.

Under date of the 23th ultimo, Lieutenant-Commander Flusser reported that he had learned that the rebels were constructing an ironclad battery of ten guns on the hull of a large and strong grain barge, which was lying 14 miles above Hamilton, on the Roanoke, that they were placing guns on her on the 19th ultimo, and that three of these guns were 100-pounders.

I enclose herewith a copy* of my instructions of February 12, to Lieutenant-Commander Flusser, regarding measures to be taken to guard against surprise in case of attack. The *Ceres*, alluded to in these instructions, has arrived here from Baltimore, partially rifle-screened, and left here last night for the sounds via Hatteras Inlet.

I have sent and am sending iron there for rifle-screening. Three-inch oak plank was used by our Ellet rams in the Mississippi for this purpose.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Parker, U. S. Navy, regarding ammunition for the South Atlantic Squadron.

U. S. S. CAMBRIDGE,

Beaufort, N. C., February 21, 1863.

SIR: I have to report that I received information from Commander A. Murray, senior officer at New Berne, that the South Atlantic Squadron was in immediate want of ammunition and requesting that the ordnance schooner *Arletta* should be sent to Rear-Admiral Du Pont with supplies, and stating that he had information that such was your order.

I have, therefore, ordered the schooner *Arletta* to report to Rear-Admiral Du Pont and to ask his permission to return to this station after delivering the required ammunition. I enclose herewith an application to the Hon. Gideon Welles, Secretary of the Navy, from the carpenter of this vessel.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,

Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

* See p. 523.

[Enclosure.]

U. S. S. HETZEL,
New Berne, N. C., February 18, 1863.

SIR: I have unofficial but reliable information that some vessels containing ammunition (monitor, I believe) are detained or delayed at Beaufort.

The admiral has sent a special bearer of dispatches, who is now delayed for want of transportation at Roanoke Island.

In case the senior naval officer off Cape Fear River, or Captains Scott or Parker, or any one senior to myself, is present, refer the matter to him, that he may expedite these vessels which are to go to Port Royal, [S. C.]. If not, send them on my responsibility immediately.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer, Sounds of North Carolina.
Senior NAVAL OFFICER Present,
Beaufort, N. C.

P. S.—They may be under orders to some other place. If so, the object of this messenger is to send them to Port Royal.

Report of Commander Case, U. S. Navy, of the successful violation of blockade by an English steamer.

U. S. STEAM SLOOP IROQUOIS,
Off New Inlet, North Carolina, February 21, 1863.

SIR: It again becomes my disagreeable duty to report the successful violation of the blockade by an English screw steamer. She passed the *Mount Vernon* soon after midnight, ran in under the protection of the batteries, and at early daylight passed inside, as I judged, by the new channel. She was a long, low vessel, with a single mast and pipe, the latter placed well aft, and painted, like her hull, etc., lead color. I transmit herewith Acting Volunteer Lieutenant Trathen's report of the circumstances.

At daylight we also discovered a schooner ashore on the bar, which I believe is one we saw in the river yesterday afternoon, and which I expected would attempt to run out during the night, the wind and weather being favorable. Expecting this, I had given an order for the vessels to occupy stations nearer each other, as follows: The *Mount Vernon* off the inlet, the *Daylight* to the eastward, and this ship a little to the southward and westward of the *Mount Vernon*, the vessels to be not more than a mile or a mile and a half apart, and as near in as possible, and the *Daylight* to send a guard boat as near the bar as practicable during the night.

The *Mount Vernon* and *Daylight* arrived at this station soon after dark, and this ship took up position between 7 and 8 p. m. in a little more than 6 fathoms, and near enough to see land, which was visible throughout the night.

Nothing passed us or was seen until the signal rockets of the *Mount Vernon*, which indicated the presence of blockade breakers. We got underway promptly, but could see nothing until we made the *Mount Vernon*, which reported having been passed by a steamer. At daylight

five batteries (including Fort Fisher) opened fire on the vessels, without damage, though a few shot fell alongside of and beyond the *Mount Vernon* and *Daylight*. The *Mount Vernon* fired three or four shots at the schooner and this ship one, which fell short.

The schooner is still on the bar, and will most likely go to pieces if the N. E. wind, now blowing, is attended as usual by a heavy swell. No apparent efforts have been made from the shore to relieve her, which induces me to believe that my supposition of her intention to run out is correct. She appears to be quite light. If she was going in, her cargo would be valuable, and I should think no means to save it would be left untried.

It is exceedingly mortifying to have to make these repeated reports of successful violation of the blockade; at the same time I have the full consciousness that everything that can be done to prevent it is done on board of this vessel by both officers and crew.

Were a large number of vessels here the lines could then be extended, and we then might have some hopes of intercepting quick vessels, which, by a dashing move in a dark night or misty weather, are soon by us and safe under the rebel batteries.

As the vicinity of the inlet is now covered by the new batteries, I think our chief hope of success in preventing the inward violation of the blockade will be in finding the vessels farther away. To do this there should be an offshore as well as an inshore lookout vessel to watch the reef and shores to the southward and northward and eastward, which are first made by blockade runners, and the course then shaped to meet circumstances.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MOUNT VERNON,

Off New Inlet, North Carolina, February 21, 1863.

SIR: I have to report to you that on the night of the 20th instant I took up a position with this vessel, according to orders received from you, a little to the eastward of the entrance to New Inlet. The U. S. S. *Daylight* anchored from one-half to three-fourths of a mile to the eastward of the *Mount Vernon*.

At 11:30 p. m. the officer of the deck reported a vessel bearing S. S. W. and apparently steering W. N. W. We immediately slipped our cable and started ahead under 20 pounds of steam, increasing our speed as fast as possible, but we soon discovered that the chase was a steamer and that her speed was fully equal if not superior to our own, and before we could come within gunshot of her she had run under the guns of Fort Fisher, and we shortly afterwards lost sight of her. I made the specified night signal at the commencement of the chase, and the *Daylight* joined in the pursuit. At 1 a. m. I communicated with U. S. S. *Iroquois* and again stood inshore, laying to, under easy steam, in a position as near as possible to the former one. The night was so dark that a vessel could not be seen over one-half or three-fourths of a mile.

At daylight this morning we again saw the steamer and immediately started for her at full speed, but she, being very near the inlet, soon

got inside and out of the reach of our guns. At this time we discovered a schooner endeavoring to get inside the entrance to New Inlet. We immediately started for her and opened fire from the 100-pounder rifle, succeeding in driving her ashore on the bar about three-fourths of a mile from Fort Fisher, which, together with the batteries around the inlet, replied quite briskly to our firing, many of their shots passing over and falling around us.

The steamer was a screw steamer, with one mast well forward and smokestack about her center. While standing in this morning she hoisted the English ensign at the masthead. The schooner I suppose to be the same one seen inside the bar yesterday afternoon, and I think she was trying to run the blockade out, but, day breaking, she tried to get inside again.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander A. LUDLOW CASE, U. S. Navy,

Comdg. U. S. S. Iroquois, Senior Officer off New Inlet, N. C.

Report of Lieutenant-Commander Braine, U. S. Navy, giving information received from contrabands.

U. S. S. MONTICELLO,

Shallotte Inlet, North Carolina, February 21, 1863.

SIR: Yesterday I observed on the beach near Little River Inlet two contrabands making signals to us. Hoping to receive some information from them, I sent a boat and took them off. They proved to be Sam Picket, aged 22, and Henry Picket, aged 17, from Shallotte. They informed me that there is a schooner in Little River, loaded with cotton, turpentine, and rosin, waiting to run out, and that there is another schooner in Shallotte Inlet, which has been loaded, but, finding no opportunity to escape, has discharged her cargo and sent it down to Little River. They also tell me that there are about fourteen pickets at Shallotte, and a larger number at Little River. I have shipped them on board of this steamer as second-class boys for the term of three years.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding miscellaneous matters.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., February 21, 1863.

SIR: If the *Lockwood* is worth repairs, send her up when her services can be spared. Coal vessels carrying iron to the sounds should be discharged at once of both iron and coal, as the demurrage continues on both till all the cargo is discharged. If, as I am informed, the draft of

the *Commodore Hull* is such that in a N. W. wind, which drives the water out into the sounds, she is left a foot out of water, it is desirable that her place should be supplied with one or more lighter draft vessels and that she should be sent to some other point where there is more water. I have ordered 300 hand grenades to be sent from here to Beaufort for the vessels in the sounds. They are dangerous on board wooden ships and should be carefully handled. They might be very useful in case of any such attack as that threatened at Plymouth.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander A. MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

Report of Commander Case, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding a Confederate steamer seen in Cape Fear River.

U. S. STEAM SLOOP IROQUOIS,

Off New Inlet, North Carolina, February 22, 1863.

SIR: I have the honor to transmit herewith a communication from Acting Volunteer Lieutenant Trathen, in relation to a steamer supposed to be an ironclad, seen in Cape Fear River by the officer of the deck and coast pilot of the *Mount Vernon* on the 20th instant.

From the description given me by Acting Volunteer Lieutenant Trathen, I judge her to be of the same model as the *Merrimack No. 2* or *Richmond*. From her peculiar construction, lowness, and angular sides she can operate outside of New Inlet only when the wind is from the west or northwest and the sea smooth, which is not often, if my fortnight's experience is any criterion to judge by. But when she can operate, the blockading steamers would have the alternative presented to them of ramming or running, the success of either expedient depending upon the speed of the ironclad.

All of the blockading vessels have their boilers above the water line, which the enemy is aware of, and aim at to disable them. The lowness of their batteries makes this not an uncertain or difficult thing.

Either of our ironclads could have ridden out the gales I have experienced off New Inlet (which, I am told by the officers of longest experience on the blockade, have been unusually violent) with safety, provided their decks were tight. They would lay easier at their anchors than this ship, which rode them all out with from 30 to 50 fathoms of cable, rarely bringing a strain upon it.

The *Roanoke* could lie within three-quarters of a mile of the inlet and amuse her people by knocking down the forts, commencing with Fort Fisher. I am satisfied the rebels would gladly abandon them within a week after finding their fire did no injury to her. Nothing could pass her, in or out, making the blockade thorough.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, February 21, 1863.

SIR: I have to report that at 3 p. m. on the 20th instant the officer of the deck and the coast pilot of this ship observed a suspicious looking craft inside the bar at New Inlet. Upon examination with glasses she appeared to be a vessel about 200 feet in length, nearly level with the water, and drooping at both ends. She had nothing above decks except a very short smokestack, and a flagstaff on one end, at which a rebel flag was flying. She appeared to come down the river, and steered in behind Fort Fisher, moving through the water very briskly, and from her general appearance we supposed her to be an ironclad ram.

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

JAMES TRATHEN,
Acting Volunteer Lieutenant, Commanding.
 Commander A. LUDLOW CASE, U. S. Navy,
Comdg. U. S. S. Iroquois, Senior Officer off New Inlet, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the disregard of blockading instructions in the case of schooner Sarah.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 22, 1863.

SIR: From the boarding returns of the guard vessel at Washington, N. C., sent with this mail, it will be perceived that the schooner *Sarah*, bound out of Washington, N. C., with a cargo of tar, turpentine, cotton, rags, and pitch, was boarded from the guard vessel; her master had a permit from Governor Stanly, dated December 1, to trade until January 31, 1863, in the waters of North Carolina, with loyal citizens, and the commanding officer of the guard vessel allowed her to pass out January 5, under a pass from Governor Stanly, endorsed by Commander Murray, senior officer in sounds of North Carolina.

On the 19th of January this schooner returned from New Berne to Washington with a cargo of merchandise, consisting chiefly of dry goods and groceries. She was boarded, and her manifest was found to be endorsed with a permit from Governor Stanly to sell the articles therein named at Washington, under direction of military authorities; she also had a separate permit from same source and to the same effect, dated January 17. By order of Acting Lieutenant Renshaw, senior officer at Washington, she was allowed to enter.

This trading is contrary to the Department's instructions, and I have so informed Commander Murray.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Governor Stanly's pass is not to be recognized, and naval officers will give no passes for trafficking.

Case of the schooner Anna Sheppard, detained at Washington, N. C., for alleged violation of the laws of the blockade.

Report of Rear-Admiral Lee, U. S. Navy, transmitting papers in the case.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 23, 1863.

SIR: I respectfully submit to the Department the case of the schooner *Anna Sheppard* (detained at Washington, N. C., for alleged violation of the laws of the blockade), as presented to me by the senior officer in the sounds of North Carolina in the following papers enclosed:

A. Copy of permit from Governor Stanly, dated August 25, 1862, to the owners of the *Anna Sheppard* at New York, to send her from Beaufort, N. C., to any port in the department of North Carolina, to trade with loyal citizens.

B. Copy of a letter from the Secretary of the Navy to the Secretary of War, dated January 6, regarding the detention of the schooner *Anna Sheppard*, and stating that if her cargo consists of military stores for the United States forces in North Carolina, a paper from the Secretary of War would be respected by the naval forces.

C. Copy of a permit from the Secretary of War, dated January 6, to the owners of the *Anna Sheppard* to discharge her cargo at any port held by the forces of the United States in North Carolina, the said cargo being supplies required by the United States troops.

D. Copy of a permit from Major General Foster, dated January 17, to bring the *Anna Sheppard* from Beaufort to New Berne, her cargo being necessary for the use of the military, etc., and endorsed by him January 19, with a permit to the *Anna Sheppard* to trade at Washington, N. C.

Boarding returns from that port inform me that the *Anna Sheppard* arrived there January 26, with a cargo of sutler's stores. She was detained for violation of the rules of the blockade. Commander Murray, on the 4th February, directed Commander Davenport to proceed to Washington, as per order E, to examine into her case.

F is Commander Davenport's report, dated February 10, he ordering her to be retained in custody.

G and H are letters, dated February 5, respectively, from Acting Lieutenant Renshaw, commanding *Louisiana*, and from Lieutenant-Colonel Lyman, commanding post at Washington, to Commander Davenport, certifying that the cargo of the *Anna Sheppard* did not consist of military stores, but of goods shipped for speculation.

I. Copy of manifest of *Anna Sheppard*, exhibiting an assorted cargo of West India and dry goods, stationery, etc.

K and L are the license and enrollment of the *Anna Sheppard*.

It would appear that the detention of the *Anna Sheppard* is on account of the discrepancy between the certificates of the military authorities on the character of her cargo, and also under the proviso in enclosure B, from the Secretary of the Navy, on the same subject, which General Foster, in permit D, certifies to be necessary for the use of the military. Acting Lieutenant Renshaw states that the letter of the Secretary of the Navy was deceitfully kept from him by the captain of the *Anna Sheppard*.

This case is submitted to the Department for its consideration and decision, with the papers received from the sounds explaining it and the action taken by Commander Murray.

I enclose (M) extracts from a communication from Commander Murray, dated February 7, bearing on the subject of this letter and referring to the general matter of trade in the sounds.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I enclose a copy of my reply (marked N) to Commander Murray, with regard to the detention of the *Anna Sheppard*, which shows my view of the case. The vessel having been detained, it becomes my duty under my instructions to submit the case to the Department.

S. P. LEE,

Acting Rear-Admiral.

[Enclosures.]

A.

DEPARTMENT OF NORTH CAROLINA,

New Berne, August 25, 1862.

Messrs. William Bryce & Co., of New York, have permission to take any vessel owned or chartered by them, which they may send to Beaufort, from thence to New Berne, or to any other port in this department.

They have also permission, by their supercargo, Adrian Dickenson, or by their captain, W. A. Thomas, to trade in any or all the waters, sounds, and rivers within our lines, and to buy any of the products of North Carolina from any of her loyal citizens. It is understood that neither the said captain or supercargo will deal in anything contraband or violate any military regulation.

Immediately on arriving at any place occupied by any forces, in the absence of a collector, the captain or supercargo will report to the provost-marshal or officer in command.

This permission continues in force until further orders.

EDW. STANLY,

Military Governor of North Carolina.

B.

NAVY DEPARTMENT, *January 6, 1863.*

SIR: I am in receipt of your letter of this day's date relative to the detention of the schooner *Anna Sheppard*. If the cargo of the vessel consists of military stores for the United States forces in North Carolina a paper from the Secretary of War will be respected by the naval forces.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Hon. E. M. STANTON,

Secretary of War.

C.

WAR DEPARTMENT, *January 6, 1863.*

You will please release the *Anna Sheppard* and her cargo, to be discharged at any port in North Carolina held by the United States forces, for whose use the supplies are required.

Yours, etc.,

EDWIN M. STANTON,

Secretary of War.

NAVAL OFFICER COMMANDING AT BEAUFORT.

WAR DEPARTMENT,
Washington City, D. C., January 6, 1863.

The *Anna Sheppard*, cleared at New York on the 16th of December, 1862, for Beaufort, N. C., and now detained at the last-named port, has permission to enter and discharge her cargo at any port held by the United States forces in North Carolina, the said cargo being supplies required for the United States troops.

EDWIN M. STANTON,
Secretary of War.

—
D.

HEADQUARTERS EIGHTEENTH ARMY CORPS,
New Berne, N. C., January 17, 1863.

Mr. A. Dickenson has permission to bring the schooner *Anna Sheppard* from Beaufort, the cargo of said schooner being necessary for the use of the military at this place.

By order of Major-General J. G. Foster:

SOUTHARD HOFFMAN,
Assistant Adjutant-General.

[Endorsement.]

HEADQUARTERS EIGHTEENTH ARMY CORPS,
New Berne, N. C., January 19, 1863.

In pursuance of orders from Secretary Stanton, A. Dickenson, schooner *Sheppard*, has permission to trade at this port or at Washington, N. C.

By order of Major-General J. G. Foster:

SOUTHARD HOFFMAN,
Assistant Adjutant-General.

—
E.

U. S. S. HETZEL,
New Berne, N. C., February 1, 1863.

SIR: Please proceed to Washington, N. C., and enter into the examination of the case of the schooner *Anna Sheppard*, said to have violated the laws in relation to the blockade. If it should appear to you after the investigation that the adjudication of the case, if adjudication is necessary, properly belongs to the revenue service you will transfer the business to Captain Ottinger, of the U. S. Revenue Service, who accompanies you for the purpose of aiding in the investigation.

I am, respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Officer, Comdg. Sounds of North Carolina.
Commander H. K. DAVENPORT, U. S. Navy.

—
F.

U. S. S. HETZEL,
Off New Berne, N. C., February 10, 1863.

SIR: I have the honor to report that, in obedience to your order of the 4th instant, I proceeded to Washington, N. C., and entered into an investigation of the case of the schooner *Anna Sheppard*. After duly

examining into the facts connected therewith I have ordered her to be detained, and she is now in custody under the guns of the guard vessel.

I herewith enclose papers and documents that will place the general bearings of the case before you.

I am, respectfully, your obedient servant,

H. K. DAVENPORT,
Commander, U. S. Navy.

Commander A. MURRAY,
Senior Officer, Commanding Sounds of North Carolina.

—
G.

U. S. S. LOUISIANA,
Off Washington, N. C., February 5, 1863.

SIR: After consultation with yourself, Colonel Luke Lyman, commanding this post, and Captain Ottinger, of the Revenue Service, in the case of the schooner *Anna Sheppard*, I am satisfied her cargo does not consist of military goods and is not such as would be required by our officers, soldiers, and sailors. I would also state that her captain, W. A. Thomas, deceived me by not showing a letter in his possession from the honorable Secretary of the Navy which bore directly on her case.

The *Anna Sheppard* is now under charge of the guard vessel, *Commodore Hull*.

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

R. T. RENSHAW,
Acting Lieutenant, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Washington, N. C.

—
H.

HEADQUARTERS,
Washington, N. C., February 5, 1863.

DEAR SIR: I have this morning examined the manifest of the cargo on board the schooner *Anna Sheppard*, now lying at this place, and beg leave to say that it does not consist of military stores for the United States forces at this post, but are goods shipped for speculating purposes.

I am, yours, very respectfully,

LUKE LYMAN,
Lieutenant-Colonel, Commanding Post.

Commodore DAVENPORT, U. S. Navy.

—
I.

Oath of master on being endorsed as such on a license.

DISTRICT OF NEW YORK, }
Port of New York. }

I, W. A. Thomas, do solemnly swear that I am a citizen of the United States, and that the schooner *Anna Sheppard* shall not, while this license continues in force, be employed in any manner whereby the revenue of the United States may be defrauded.

WM. A. THOMAS.

Sworn before me this 27th day of September, 1862.

Collector.

DISTRICT OF NEW YORK, }
 Port of New York. }

W. A. Thomas, having taken the oath required by law, is at present master, in lieu of Edward P. Tooker, late master.

_____,
 Naval Officer.

_____,
 Collector.

K.

License of a vessel above twenty tons to carry on the coasting trade for one year.

DISTRICT OF NEW YORK, } No. 51.
 Port of Port Jefferson. }

In pursuance of an act of Congress of the United States of America entitled "An act for enrolling and licensing ships or vessels to be employed in the coasting trade and fisheries, and for regulating the same," Edward P. Tooker, of Brookhaven, State of New York, having given bond that the schooner called the *Anna Sheppard*, of Brookhaven, whereof the said Edward P. Tooker is master, burden 167 $\frac{3}{4}$ tons, as appears by her enrollment, dated at New York the 14th day of May, 1861, shall not be employed in any trade while this license shall continue in force, whereby the revenue of the United States shall be defrauded; and having sworn that this license shall not be used for any other vessel, nor for any other employment than hereby specified, license is hereby granted for the said schooner to be employed in carrying on the coasting trade for one year from the date hereof, and no longer.

Given under my hand and seal of office, at the port of Port Jefferson, this 12th day of May, in the year 1862.

H. W. SWEZEY,
 Deputy Surveyor.

Oath on obtaining a new license for a vessel.

DISTRICT OF NEW YORK, }
 Port of Port Jefferson. }

I, Edward P. Tooker, do solemnly swear that I am a citizen of the United States, and that the license for the schooner *Anna Sheppard* shall not be used for any other vessel, or any other employment than that for which it is specially granted, or in any other trade or business, whereby the revenue of the United States may be defrauded.

EDWARD P. TOOKER.

Sworn to before me this 12th day of May, 1862.

H. W. SWEZEY,
 Deputy Surveyor.

L.

SEPTEMBER 29, 1862.

DISTRICT OF NEW YORK, }
 Port of New York. }

W. A. Thomas, having taken the oath required by law, is at present master, in lieu of E. P. Tooker, late master.

(Name illegible),
 Naval Officer.

(Name illegible),
 Deputy Collector.

No. 199.—Permanent enrollment, in conformity to an act of the Congress of the United States of America, entitled "An act for enrolling and licensing ships or vessels to be employed in the coasting trade and fisheries, and for regulating the same."

Edward P. Tooker, of Brookhaven, State of New York, having taken or subscribed the oath required by the said act, and having sworn that he, said Edward P. Tooker ($\frac{2}{16}$), Charles L. Hulse ($\frac{2}{16}$), James M. Bayles ($\frac{2}{16}$), Nathaniel Dickenson ($\frac{2}{16}$), Hamilton Tooker ($\frac{1}{16}$), John B. Overton ($\frac{2}{16}$), of said place; Brewster Valentine ($\frac{1}{16}$), Geo. W. Bergen ($\frac{1}{16}$), Elias Lewis ($\frac{2}{16}$), of Brooklyn; Jonathan Beares ($\frac{1}{16}$), of Bridgeport, State of Connecticut, are citizens of the United States, and sole owners of the ship or vessel called the *Anna Sheppard*, of Brookhaven, whereof Edward P. Tooker is at present master, and as he hath sworn, is a citizen of the United States, and that the said ship or vessel was built at Brookhaven, State of New York, in the year 1858, as per register No. 131, issued at this port March 4, 1861, now canceled. Vessel enrolled.

And said register having certified that the said ship or vessel has one deck and two masts, and that her length is $94\frac{1}{2}$ feet, her breadth 28 feet, her depth $7\frac{1}{2}$ feet, and that she measures $167\frac{2}{5}$ tons; that she is a square-sterned schooner, has a round tuck, no galleries, and a billet head. And that the said ———, having agreed to the description and admeasurement above specified, and sufficient security having been given, according to the said act, the said ——— has been duly enrolled at the port of New York.

—
M.

Extract from letter from Commander Alexander Murray, dated at New Berne, N. C., February 7, 1863.

There is no exciting news in this quarter. Davenport has gone up to Washington, N. C., on duty connected with some trading vessels.

A commerce is being carried on within these sounds which I think altogether wrong. It has been inaugurated by Governor Stanly, and appears to be a part of the policy by which he was to bring back the State. Failing to satisfy him of what I conceive an error in policy, as well as a violation of the law for the enforcement of the blockade, I have enunciated, on the strength of your "instructions" and my own understanding of the law, that no passes are valid procured from any officer of the Government (save the three Secretaries) to trade within these waters. Davenport agrees with me, and understands how to carry it out.

—
N.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 22, 1863.

SIR: I have received Commander Davenport's report to you, dated February 10, of his examination of the case of the schooner *Anna Sheppard* by your order of February 4. I suppose this report comes from you, though there is no indication of the fact, either by endorsement or otherwise. I have submitted the case to the Department with all the papers accompanying, together with an extract from your communication to me of February 7 on the subject of trade in the sounds of North Carolina. I have so submitted it because, under my instructions, it becomes my duty so to do in all cases of seizure or detention.

Under the blockading instructions sent you on December 2, no merchandise or articles for traffic are allowed to pass the guard vessels in

the waters of North Carolina, except under a special permit from the Secretary of the Treasury, War, or Navy; and no officer of the Army or Navy, or any person or persons other than those Secretaries, can give a permit to pass such merchandise or articles for traffic by the guard vessels. The *Anna Sheppard* had a permit from the Secretary of War, dated January 6, to discharge her cargo at any port in North Carolina held by United States forces, the said cargo being supplies for the United States troops.

The permit of the Secretary of War, especially with the character of the cargo certified by Major General Foster as needed for the use of the military, should have been sufficient to pass the *Anna Sheppard* without detention. In violation, though not intentional, I presume, of these blockading instructions, the schooner *Sarah* was allowed to pass out of Washington on the 5th of January with a cargo of products for traffic under a permit from Governor Stanly, endorsed by you, and to pass in again on the 18th of January with a cargo of merchandise, under another permit of Governor Stanly. The orders of the Department on which were based the above instructions have not been altered, and I have not been informed that Governor Stanly has authority to give permits to trade in the blockaded regions of North Carolina. The boarding returns from the sounds are irregular and defective. Under date of January 15 you were supplied with a form for these returns, with instructions that this form was to be used in future. Let the blockading vessels assigned to guard duty at New Berne, Washington, Hatteras, Ocracoke, Plymouth, and wherever else they may be stationed, make returns accordingly, and let them each be supplied with a copy of the blockading instructions, and promptly notified of such changes as may be made in them hereafter. Exact a strict compliance with all their requirements, drawing attention to the last paragraph regarding returns.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander A. MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of the Secretary of the Navy to Commander Davenport, U. S. Navy, directing the release of the schooner *Anna Sheppard* at the request of the Secretary of War.

NAVY DEPARTMENT, *February 21, 1863.*

SIR: It is represented to this Department that the Secretary of War has requested the release of the schooner *Anna Sheppard*, detained by you, and permission for her cargo to be discharged "at any port in North Carolina held by the United States forces, for whose use the supplies are required."

You will respect the order of the Secretary of War, and if the cargo alluded to consists only of military stores, or articles for the United States forces, and is not intended for general traffic, permit it, or such portion as is intended for the United States forces, to be landed and release the vessel. Any other articles must be retained on board, and returned with the vessel.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Commander H. K. DAVENPORT,

Commanding U. S. Naval Forces, Sounds of North Carolina.

Report of Commander Davenport, U. S. Navy, explaining the detention of the schooner *Anna Sheppard*.

U. S. S. HETZEL,
New Berne, N. C., February 28, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st instant, in which you have been good enough to say that—

It is represented to this Department that the Secretary of War has requested the release of the schooner *Anna Sheppard*, detained by you, and permission for her cargo to be discharged at any port in North Carolina held by the United States forces, for whose use the supplies are required. You will respect the order of the Secretary of War, and if the cargo alluded to consists only of military stores or articles for the United States forces, and is not intended for general traffic, permit it, or such portion as is intended for the United States forces, to be landed, and release the vessel.

In reply, I beg leave to say that in accordance with a request of Commander Murray, temporarily on duty here, I proceeded to Washington to investigate the case of the *Anna Sheppard*, accompanied by Captain Ottinger, of the Revenue-Cutter Service and the inspector of customs for New Berne.

Having called for all the vessel's papers, I found that the master or supercargo had two permits from the honorable the Secretary of War, to one of which was appended a letter from the honorable the Secretary of the Navy, in reply to one from the War Department, and saying in substance—

If the cargo of the *Anna Sheppard* consists of stores for the United States forces in North Carolina, a paper from you (the Secretary of War) will be respected by any naval officer.

After examining the papers, I called upon the commandant of the post, Lieutenant-Colonel Lyman, stated the object of my visit, and requested him to inform me whether the cargo, or any part of it, was for the United States forces at any port held by them in North Carolina. His letter in reply was forwarded on the —— with the other papers in the case, by which you will perceive that she had nothing for the United States forces, but, on the contrary, her whole cargo—hoop-skirts, gingham, and all—was nothing but a speculating venture on the part of unauthorized traders. Under these circumstances, and with such convictions, in which Captain Ottinger and Mr. Smith fully agreed with me, I felt it my duty to seize the vessel and place her under the guns of the guard vessel.

From the nature of your instructions, which I have quoted above, I feel that it will best subserve the interests of the Government to hold the schooner until I receive further instructions from you.

In connection with this matter, I beg leave to call the attention of the Department to the inordinate amount of trading—other than by sutlers—carried on in these waters under various pretexts. With all my endeavors to prevent it, I am able to effect but very little, when permits are granted by the military governor, countersigned by the general commanding, as “a military necessity.” It will, perhaps, seem to you strange that the paraphernalia of a woman's wardrobe and other articles of general traffic, should thus pass by other authority. With all deference, but most earnestly, do I suggest that no trading be allowed in these waters; as those of our citizens who are making fortunes out of the sacrifices of those who are fighting the battles of their country, have no desire to see this fratricidal war terminate as long as they can make money out of it.

Trusting that you will approve my holding the *Anna Sheppard* until I shall receive further instructions from you,

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

[H. K. DAVENPORT],
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy.

Order of Commander Murray, U. S. Navy, to Acting Lieutenant Renshaw, U. S. Navy, regarding the cargo of the schooner *Anna Sheppard*.

U. S. S. HETZEL,
New Berne, N. C., February 28, 1863.

SIR: I enclose a letter from the Secretary of the Navy, addressed to Commander Davenport, on the subject of the schooner *Anna Sheppard*.

In obedience to that letter you will permit that portion of her cargo as, in the opinion of the commandant of the post and yourself, may be required for the use of the United States forces at that point to be landed.

You will then endorse her papers and warn her off in form.

Respectfully, etc.,

A. MURRAY,
Commander and Senior Officer, etc.

[Acting] Lieutenant R. T. RENSHAW,
U. S. S. Louisiana, Washington, N. C.

Report of Commander Murray, U. S. Navy, regarding disposition of schooner *Anna Sheppard*.

U. S. S. HETZEL,
New Berne, N. C., March 4, 1863.

SIR: The schooner *Anna Sheppard* has been disposed of in accordance with the wishes of the honorable Secretary of the Navy, as implied in his letter of February.

In your letter of the 22d ultimo you say the *Anna Sheppard* had a permit from the Secretary of War, dated January 6, to discharge her cargo in any port in North Carolina held by United States forces, "the said cargo being supplies for the United States troops." The *Anna Sheppard* had not supplies for the United States troops, as you will perceive by reference to the letter of Colonel Lyman, commandant of the post, to Commander Davenport, now in possession of the Department.

If the Secretary of War does not wish his passes dishonored he must see that the terms are complied with, because I apprehend it is a part of the duties of blockading ships to detain vessels and cargo to the point of libel if necessary, in despite of passes intended, for aught he may know, to cover illicit trade.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—If blind obedience to these passes is required of officers, I should like to be instructed. I apprehend not, however, as the Secretary of the Navy's letter, forwarded with the other papers, has an "if" in it.

A. M.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 7, 1863.

SIR: Your communication of March 4, regarding the case of the schooner *Anna Sheppard* is just received.

In my letter to you of February 22 I stated: "The permit of the Secretary of War, especially with the character of the cargo certified by Major-General Foster as needed for the use of the military, should have been sufficient to pass the *Anna Sheppard* without detention."

The letter of Colonel Lyman, on which you base your statement that the *Anna Sheppard* had not supplies for the United States troops, was considered.

I supposed you would understand that the certificate of the major-general commanding as to what was needed for the use of his forces was conclusive, so far as your professional duty was concerned, notwithstanding the conflicting opinion of his subordinate officer.

If the cargo clearly was not of the character supposed, and certified by the major-general commanding, the case should have been respectfully submitted to him for explanations, as it is the duty of the Navy to stop illicit trade which such certificates are not intended to cover.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander ALEXANDER MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Report of Captain Sands, U. S. Navy, of unsuccessful attempts to capture two steamers.

U. S. S. DACOTAH,
Off Cape Fear River, North Carolina, February 23, 1863.

SIR: I have to report that on the 20th instant the *Matthew Vassar* drove off a steamer attempting to run into Little River. The *Monticello*, Lieutenant-Commander Braine, whom I had sent down to relieve the *Victoria*, hearing firing, stood along the coast to the westward to intercept anything that might be hugging the shore to escape, but the steamer, having doubtless hauled offshore, got off in the haze of the atmosphere. I enclose report of Acting Master Savage of the circumstances; also his report of 23d instant of having again driven off a steamer on the night of the 22d, when the *Victoria* went to her aid, but missed the steamer likewise.

I have also to report that at daylight this morning, seeing a two-masted single-pipe steamer near Fort Caswell, and from her looming so large in the morning atmosphere I supposed she was on this side of the fort. Hailing the *Monticello*, which had just come out from her inshore station, I directed him to go in and try his rifle gun on her, and followed in with this ship to endeavor to destroy the steamer. Getting as near as we could safely manage our vessels, we opened on her, our fire being returned from the fort. My shot all fell short of the steamer, which proved to be inside the entrance and farther up than I had supposed. Being inside of the range of the Whitworth rifles of the fort, the shots of which went over us, and firing seven shells, which did not reach, and the steamer getting off and under steam, I signaled the

Monticello to cease firing, and both of us returned to our anchorage, the fort having fired some forty-eight shot from all her battery, mostly at the *Dacotah*, and mostly falling short. The steamer had apparently been heading out, leading me to suppose that she had grounded in attempting to get out. The *Maratanza's* picket boat was anchored during the night in 7 feet water off the Bug Lights, and reports that nothing could have gone in past her without being seen, and they saw nothing, tending to confirm our belief that the steamer had grounded in attempting to run out.

After anchoring at our day stations Lieutenant-Commander Braine telegraphed to me that a master's mate was mortally wounded. I enclose his report.

I also enclose report of Acting Volunteer Lieutenant Hooker of having gone to the aid of the *Matthew Vassar* when she drove off a steamer of the night before.

I have ordered to the *Monticello*, at the request of Lieutenant-Commander Braine, Acting Master's Mate William Bryant, who came as passenger in the *Victoria* under orders for the *Daylight*, the *Monticello* having but two watch officers since the death of Acting Master's Mate Baker.

I have sent the schooner *William Bacon* to assist the *Victoria* and *Matthew Vassar* in keeping the blockade of the inlets between this and Shallotte.

In the recent demonstrations upon this part of the coast by the blockade runners I feel that I have not the force to make it a close blockade. The same may be said of the other side of the reef.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain, Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

U. S. SCHOONER MATTHEW VASSAR,
Off Little River Inlet, February 20, 1863.

SIR: I most respectfully take the liberty of reporting to you that this morning at 1:30 a. m., when my guard boat was on the bar off this inlet, there was a steamboat attempted to run in over the bar into Little River Inlet, the night being foggy, with a strong breeze from S. W. and a heavy sea. My boat's crew attempted to board her, but did not succeed, on account that when they saw the boat they reversed their engine and backed, full speed. My boat's crew fired a volley of musketry into them and gave chase, and kept firing with their rifles, as they had no howitzer, where if they had had a howitzer they would certainly have captured her. My vessel was lying within three-quarters of a mile off the breakers on the bar, where I took my position that evening to intercept the passing of all vessels going out or in, but the fog prevented me from seeing this steamer till she was crossing my stern, and I, having no pivot gun, could not get a range on her till she was well past me. I fired two shells at her, but did not know the result.

I immediately made signals to the *Monticello* to assist me and give chase. Commander Braine was promptly on her pursuit, but did not succeed in seeing her, the morning was so hazy.

She was a very low and long boat, with propeller wheels; no masts; painted lead color, and a telescope funnel, which was lowered down

most even with the top of her paddle boxes. She was a hard boat to see in a fog. She stood out to sea, and I hope is captured by some of our vessels before now.

Very respectfully, etc., your obedient servant,

H. H. SAVAGE,

Acting Master, U. S. Navy, Commanding.

Captain B. F. SANDS, U. S. Navy,
Senior Officer off Wilmington, N. C.

U. S. SCHOONER MATTHEW VASSAR,
Off Little River Inlet, February 23, 1863.

SIR: I most respectfully report to you that last night, at the hour of 9:30 p. m., there was a large steamer attempted to run into this inlet, but seeing my guard boat on the bar she sheered off at full speed. My boat's crew fired several rounds of musketry into her and gave chase. I opened fire on her from my broadside guns, but on account of it being almost calm I could not manage my vessel to get a satisfactory range on her, and the want of a pivot gun was the occasion of losing her. My guard boat was not over 100 yards from her, but having no howitzer could not take any effect on her. I made signals for the *Victoria* to assist, which were promptly answered, and [she] came to me, but too late to see her, the intruder having put out to sea. She was a large propeller steamer, schooner-rigged, painted lead color.

Very respectfully, your obedient servant,

H. H. SAVAGE,

Acting Master, U. S. Navy, Commanding.

Captain B. F. SANDS, U. S. Navy,
Senior Officer off Wilmington, N. C.

U. S. S. VICTORIA, *February 23, 1863.*

SIR: I have to report that at 9:30 last evening I heard a gun from the *Matthew Vassar* and immediately got underway. Soon after a second gun was fired and a blue light burned. Steering in close to the beach so that nothing should pass inside of me, I proceeded under full steam to the *Matthew Vassar*, and, on speaking, learned that a large two-masted steamer, painted lead color, had passed between him and the beach and ran up the beach toward Shallotte. From my not seeing her, I presume she steered seaward after getting clear of the *Matthew Vassar*.

After learning the above I returned, carefully examining the beach as far eastward as near Lockwood's Folly, when I fired a gun and sent up two rockets to put the fleet on their guard, lest she should attempt to get into Wilmington, and then returned to my anchorage. This morning I learn that she passed so near the *Matthew Vassar's* guard boat that they fired upon her with muskets. Acting Master Savage also thinks that if he had had a howitzer he could have brought her to.

Very respectfully, your obedient servant,

E. HOOKER,

Acting Lieutenant, Commanding Victoria.

Captain B. F. SANDS, U. S. Navy,
Senior Officer on Station.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, N. C., February 23, 1863.

SIR: This morning, obedient to an order from Captain B. F. Sands, I stood in toward Fort Caswell to fire at a steamer, which, apparently, had endeavored to get out during the night and grounded on the Rip near the fort. When in 4 fathoms of water I opened fire on the steamer. The fort responded, and at the fifth or sixth shot Acting Master's Mate Henry Baker was mortally wounded, and this morning at 9:30 expired, of which it is my painful duty to inform you.

William J. Ferguson, second-class boy, was also slightly wounded in the back.

The U. S. S. *Dacotah* also joined in the attack, and at 7:40 a. m. she made signal, "Cease firing," which we did and returned to our anchorage.

This afternoon I stood offshore to 10 fathoms of water and committed the body of Mr. Baker to the deep.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Braine, U. S. Navy, of injury to Parrott rifle.

U. S. S. MONTICELLO,

Off Western Bar, Cape Fear River, March 1, 1863.

SIR: I have to inform you that during an engagement with Fort Caswell [February 23] our rifle gun, a Parrott 30-pounder, No. 58, was struck by a heavy rifle projectile upon the wrought-iron band and indented to the depth of six-sixteenths of an inch. From the appearance I should judge that it was a Whitworth projectile that struck the gun.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain J. A. DAHLGREN,
Chief of the Bureau of Ordnance, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Foster, U. S. Army, regarding a cooperative movement for the destruction of Confederate gunboats under construction in rivers of North Carolina.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 23, 1863.

GENERAL: When I had the pleasure of seeing you here on the 19th, on the eve of your return to New Berne, you were good enough to promise to supply the gunboats with some troops to serve as sharpshooters and to cooperate, when your force would admit of it, with our gunboats in an expedition for the purpose of destroying the gunboats which the enemy are building on the rivers of North Carolina.

I suppose your preparations can be made, and the best time for doing this will be when the approaching pressure on Charleston and probably Richmond will oblige the enemy to withdraw the greater part of his force from North Carolina. I would be glad to hear your views upon this subject by the first safe opportunity.

I have the honor to be, your obedient servant,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. G. FOSTER, U. S. Army,
Commanding Department of North Carolina, New Berne, N. C.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding the forcible detention of the mail steamer Thomas A. Morgan.

HQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., February 23, 1863.

ADMIRAL: I have the honor to enclose a letter* from Captain Edgar, of the steamer *Thomas A. Morgan*, the mail boat between this post and Yorktown, setting forth a forcible intrusion into his vessel by Lieutenant Blake, commanding officer of the *Mahaska*, the guard vessel at Yorktown, and the arrest of Mr. John E. Wilson, his clerk, who was taken on board the said guard vessel and kept in irons from 4 o'clock in the afternoon to 10 o'clock the next day.

I have examined Mr. Wilson and a witness who saw a part of the transaction for which the former was arrested, and their testimony shows that the pilot, Mr. Green, had a quarrel with Mr. Wilson, of a private nature, resulting in blows; and from all the facts I think there is no doubt that Mr. Green was the aggressor.

But whatever the merits of the case may be, the act of Lieutenant Blake in stopping the mail steamer in the service of the Army, and taking one of her officers out of her by force, instead of bringing the case before me, was an outrage which I do not doubt you will call on him promptly to redress. The delay in bringing the case before you was caused by your absence and by accidentally mislaying Captain Edgar's letter.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, promising attention in the matter of the steamer Thomas A. Morgan.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 24, 1863.

GENERAL: I beg leave to acknowledge the receipt of your communication of February 23, covering a letter from Captain Edgar, of the steamer *Thomas A. Morgan*, in regard to an alleged forcible intrusion

* Not necessary to publish.

into that vessel by Lieutenant Blake, of the Navy, and the seizure and confinement by him of the clerk of that steamer.

This matter will receive prompt attention, and the result will be communicated to you as soon as practicable.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General DIX, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the capture of the schooner General Taylor in Mobjack Bay.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 24, 1863.

SIR: I enclose a copy of a communication to me, dated the 21st, from Lieutenant E. C. V. Blake, at present senior officer in York River, regarding the capture of the schooner *General Taylor* in Mobjack Bay on the 20th, by the *Crusader*. Lieutenant Blake's letter covers a copy of the report of the commanding officer.

I have required a full report and explanation from the commanding officer of the *Crusader* regarding the violation of the blockade on the night of the 18th by the schooner *Elma*, which, according to the within report of Lieutenant Blake, passed under the *Crusader's* stern without notice, proceeded up the East River, and was there found, burned to the water's edge, on or about the 20th.

The schooner *General Taylor* is now at Yorktown, where she awaits the orders of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

If the vessel has disregarded obligations and was evading the blockade, she must abide the consequences. It would be advisable to send her to Philadelphia rather than a nearer port for adjudication.

W[ELLES].

[Enclosure.]

U. S. S. MAHASKA,
Off Yorktown, Va., February 21, 1863.

SIR: I have the honor to inform you that I visited Mobjack Bay on Friday last.

On my way there I met the U. S. S. *Crusader*, the commanding officer of which vessel reported to me that he had just captured the schooner *General Taylor* with an assorted cargo from New York to Baltimore. I enclose herewith his report to you in relation to the capture.

From appearances, and everything connected with the said vessel, I should take her to be engaged in an illegitimate trade, the weather being such that no vessel would be compelled to seek a harbor on the western shore of the bay; besides, the wind was fair. When the *Crusader* discovered her at anchor in Mobjack Bay she had on board three passengers, whose appearance would indicate that they would not take

passage in such a vessel and at this season of the year without some object in view. The papers of the vessel are correct. Nevertheless I am convinced that her intention was to run the blockade if a good opportunity should offer, as the articles comprising her cargo would find a better market at the place they were shipped from than they would in Baltimore. The vessel is now at this place, awaiting your decision in the matter.

The commanding officer of the *Crusader* also informed me at the same time, that on Wednesday last, the 18th instant, he boarded in Mobjack Bay the schooner *Elma*, said to be bound to Baltimore from New York with an assorted cargo. He found her papers all right and ordered her to get underway and to proceed up the bay.

I have been informed that the schooner *Elma* ran into the bay (Mobjack) that same night, and in doing so passed under the stern of the *Crusader*; she was not even hailed, and no attempt made to stop her; neither was there any attempt made to capture or destroy her until the fact became known to me, which was two days after she got in. I immediately proceeded to the mouth of the East River, from whence I dispatched an expedition up the river, where she was found burned to the water's edge. It seems a great want of vigilance and energy on the part of the commanding officer of the *Crusader* in not attempting to stop her, or in not cutting her out with boats that same night.

Very respectfully, your obedient servant,

E. C. V. BLAKE,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Subenclosure.]

U. S. S. CRUSADER,
Chesapeake Bay, February 20, 1863.

SIR: I have the honor to inform you that I seized this day off New Point the schooner *General Taylor*, 59 tons, Captain Shelly, from New York, bound to Baltimore with an assorted cargo which looks suspicious.

When I first saw him he was lying at anchor in Mobjack Bay (I was standing down the bay). As soon as I hauled in for him he got underway.

I sent an officer on board. He examined the marks on some of the packages on board, and, finding they did not agree with the manifest, brought the captain with her papers on board this vessel, who did not give a very straightforward account. At first he had three passengers and then two, and a short time after only one. I finally boarded her myself and found his crew consisted of a cook, steward, and one man. Two of them said they were working their passage. They do not have the appearance of men who would work their passage, or even take passage in such a vessel without some object in view; and, again, no respectable merchant would ever ship goods in such a vessel, particularly at this season of the year.

The *Mahaska* being in sight, I communicated with her, and, after advising with Lieutenant Commanding Blake, I put a prize crew on board and sent her to Yorktown.

Very respectfully, your obedient servant,

T. ANDREWS,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Andrews, U. S. Navy, to furnish a full report regarding the boarding of the schooner Elma.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 24, 1863.

SIR: In reply to your No. 2, of February 20, 1863, you are informed that the officer having the oldest appointment takes rank accordingly, and should be executive officer by virtue of his rank. Make to me a full report of all the circumstances regarding the schooner *Elma*, which you boarded on the 18th instant in Mobjack Bay and ordered to proceed on her way to Baltimore, but which, I am informed by Lieutenant Blake, on the same night passed under your stern without being noticed and proceeded up the East River, where, on or about the 20th, she was found burned to the water's edge. This is a grave matter, and requires full and satisfactory explanation from you.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Master T. ANDREWS, U. S. Navy,
Commanding U. S. S. *Crusader*, Chesapeake Bay.

Abstract of log of the U. S. S. Mahaska.

February 24, 1863.—At 9 a. m. got underway and dropped down to lower wharf. General Busted and party came on board. We then proceeded down the river. At 11:30 a. m. anchored off Back Creek. Sent first and second cutter in creek to reconnoiter, in command of Acting Ensign Elliott and Acting Master's Mate French. First and second cutters arrived at ship at 1:30 p. m., having accomplished the purpose for which they were sent. One sloop, called the *Mary Jane*, and a large barge, called the *Ben Bolt*, were both burned. Got underway and proceeded up York River.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the destruction by the U. S. S. Mahaska of sloop Mary Jane and barge Ben Bolt, with other small boats, February 24, 1863.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 28, 1863.

SIR: Lieutenant Blake, commanding *Mahaska*, in York River, reports* to me, under date of the 24th, that, having learned that Back Creek, near Poquosin River, was a rendezvous for smugglers, he proceeded there with the *Mahaska* and dispatched two armed boats up the creek, where they destroyed one sloop, named *Mary Jane*, of about 30 tons burden, a large barge, the *Ben Bolt*, and several skiffs and canoes.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* Not found.

Escape of a blockade runner at Little River Inlet, February 24, 1863.

Report of Acting Master H. H. Savage, U. S. Navy.

U. S. SCHOONER MATTHEW VASSAR,
Off Little River Inlet, February 25, 1863.

SIR: I respectfully report to you that last night at 11 p. m. another steamer attempted to run into this inlet. She was a large side-wheel steamer, painted black; no masts, and a stump bowsprit and a flagstaff forward, and one funnel. She approached the bar and discovered my guard boat, when she stopped and began to back, at the same time hailing boat ahoy. The officer in charge of the boat answered "Friend," and pulled rapidly toward him to board him. The steamer in the meantime got turned around and answered the *Hero*, or *Arrow*, could not be sure which. My boat was then within 25 yards of her, as the officer on her deck gave the order to go ahead fast. My boat's crew then fired a volley of 12 rifles and 12 boarding pistols fore and aft his decks and demanded him to stop, which he did not; so I fired on her from the vessel from my broadside guns. The shot ricocheted close to her. She then stopped so my boat got close to her. She then went ahead again, my boat's crew firing into her two more volleys, and was able to keep up by her for some time, and supposed her to be disabled, but the men being fagged out could not continue their chase, and my vessel lying in such a position and no wind that I could only get one shot at her. The regular signals were given for the steamer *Victoria* to give chase, which was promptly done, but did not succeed in finding her.

Very respectfully, your obedient servant,

H. H. SAVAGE,

*Acting Master, Commanding, U. S. Navy.*Captain B. F. SANFORD, U. S. Navy,
Senior Officer, U. S. Steam Sloop Dacotah.

Report of Acting Volunteer Lieutenant Hooker, U. S. Navy.

U. S. S. VICTORIA,
Off Little River, February 28, 1863.

SIR: On the night of the 24th instant, the *William Bacon* being at Swallotte, I anchored near the *Matthew Vassar* and in such position as I deemed best fitted to cut off any vessel attempting to enter this river. At 11 p. m. signals were made, "Steamer approaching." I immediately slipped and moved toward the bar. A gun was fired from the *Vassar*, and in a few minutes I was on track of a line of black smoke, visible in the light of the setting moon. When the moon set, however, this trace was lost, as the night was dark and cloudy. In a few minutes a bright light was seen for a moment or two on our port bow, and I steered away south for it, and soon got sight of a dark object, which was made out to be a side-wheel steamer, apparently crossing our bow, as we were approaching it upon the starboard quarter. When within range I fired a shot across her bow from my rifled gun at full elevation. No attention being paid to this, no lights shown, and the steamer apparently keeping the same course, while at the same time we discovered a black object upon the water near her, which we supposed to be a boat leaving her, I fired another shot over her. Lights were then shown, which I replied to. A Coston light was soon after burned, which, as I was within hailing distance, I did not reply to, but hailed, giving my own ship's name, and learning that she was the *State of Georgia*.

After going on aboard of her, I returned to my anchorage. The steamer which attempted to enter, from her description and the mode of her retreat, I think must have been the same one that made the first attempt some nights ago.

I have been quite unwell for two or three days, a part of the time unable to leave my berth, otherwise I should have communicated before.

Very respectfully, your obedient servant,

E. HOOKER,

Acting Volunteer Lieutenant, Commanding Victoria.

Captain B. F. SANDS, U. S. Navy,

Senior Officer on Station, Steam Sloop Dacotah.

Report of Commander Armstrong, U. S. Navy, of the seizure of the British schooner Annie, February 24, 1863.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., February 25, 1863.

SIR: I have the honor to report the seizure of the English schooner *Annie*, of Nassau, by this ship, under the following circumstances:

On the afternoon of the 24th, while this ship was on her passage from Port Royal, S. C., to Wilmington, N. C., and when in latitude 33° 42' N., longitude 78° 40' W., and about 10 miles southwest from Little River Inlet, a sail was seen to the northward running along the land. Chase was immediately given and our colors hoisted. She proved to be a schooner. Upon standing in and approaching her and when from 2 to 3 miles distant, the schooner was headed directly for the land. She ran in and came to anchor just outside the surf. A boat was seen to leave her for the shore, and on landing the crew were observed to take from her what appeared to be trunks. Boats were sent from this ship, and the schooner was found by them at anchor, with all sails set, without colors, and abandoned. The enclosed papers, as per list, are all that were found on board. Her cargo consists of salt and one box of drugs. Her name, *Annie*, of Nassau, on the stern. A British ensign and a mutilated rebel flag were found in the cabin. She was evidently intending to land her cargo in one of the inlets of this coast.

I enclose the report of the boarding officer.

I seized her as abandoned and for violation of the blockade, and have placed her in charge of Acting Master's Mate Isaac Hallock and a prize crew and sent her to New York for adjudication. Acting Master's Mate Hallock will hand you this report, with all the papers found on board.

No other vessel was in sight at the time of capture.

Very respectfully, your obedient servant.

JAMES F. ARMSTRONG,
Commander, Commanding.

HON. JUDGE OF THE U. S. DISTRICT COURT,
Eastern District of New York.

Report of Commander Case, U. S. Navy, regarding the ordnance bark Paramount.

U. S. STEAM SLOOP IROQUOIS,
Off Beaufort, N. C., February 24, 1863.

SIR: I have to acknowledge the receipt of your communication of the 14th instant, in relation to the ordnance bark *Paramount*, and to

inform you that she arrived to-day, and was ordered to proceed to Port Royal and report to Rear-Admiral Du Pont. She left immediately, without entering the harbor.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Lieutenant-Commander Braine, U. S. Navy, to S. D. Skellton, esq., regarding the death of Acting Master's Mate Baker, U. S. Navy.

U. S. S. MONTICELLO,
Off Western Bar, Cape Fear River, North Carolina,
February 24, 1863.

SIR: It is my painful duty to announce the death of Acting Master's Mate Henry Baker, who was killed on the morning of February 23, 1863, at 7 a. m., during an engagement with Fort Caswell. He was struck in two places—in the face, between the eyes, and in the right shoulder, the second piece entering the lungs. He lingered until 9.30 a. m., when he expired. Among his effects were found some letters, and a doubt exists as to his right name, whether it was Henry Baker, George Baker, or Thomas Furnald. Will you please inform me on this point. His last words were "A. C. Barker; send my things to S. D. Skellton, Charlestown, Mass. I leave all that I have got to my father." His effects are ready to be transmitted to you as soon as I can become satisfied that you are the proper person to receive them. He was a brave, energetic, and efficient officer, and bid fair to advance in his profession. His death is deeply regretted by all, as he was a general favorite. I trust I may hear from you soon with satisfactory evidence. I also intrust you to impart this sad news to his relations, and my sympathy with them. His next (or nearest) of kin should administer for the money which Henry Baker has due him upon the books of this ship. My address is Beaufort, N. C. Sympathizing with your loss,

I am, very respectfully,

D. I. BRAINE,
Lieutenant-Commander.

S. D. SKELLTON, Esq.,
Charlestown, Mass.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding cooperation with land force for the destruction of Confederate ironclads under construction.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., February 24, 1863.

SIR: On the 19th instant, when Major-General Foster was here on his return from Washington to New Berne, I spoke to him in reference to the destruction of the gunboats which the rebels are building on the rivers emptying into the sounds of North Carolina, with the intention of floating them down with the approaching spring floods, and I wrote to you on the same day on that subject.

General Foster, while stating that his best troops had been sent to Port Royal, seemed nevertheless disposed to cooperate in this movement with the 15,000 men he had left, and will, I am sure, do so if he thinks his means sufficient. To-night I have your letter of the 23d, which is, though not so acknowledged, probably a reply to mine of the 19th, above mentioned, sent by General Foster, and probably received by you from him on the 20th, on his arrival at New Berne, as you therein speak of returning to Plymouth with reinforcements. Measures can be at once taken, in accordance with directions I have recently given Lieutenant-Commander Flusser and yourself, so to strengthen our positions, at Plymouth and Washington especially, as to provide against any surprise by the enemy; and when preparations have been made by Major-General Foster for cooperation to effect the object I have indicated, when the approaching pressure on Charleston and Richmond shall be felt, which will oblige the enemy to withdraw his forces from North Carolina, and when the Roanoke and Tar rise, this plan of operation can be executed with effect.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEX. MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

Letter from the Secretary of the Navy to Rear-Admiral Lee, U. S. Navy, regarding the construction of rafts.

NAVY DEPARTMENT, *February 25, 1863.*

SIR: Your confidential communication No. 203 is received. If you will furnish the Department with a sketch of the points where the obstructions are placed, giving the depth of water and any other information relative thereto that you deem desirable, the rafts will be constructed to suit those points. The sketch and information should be sent at as early a date as practicable.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. N. Atlantic Blockading Squadron, Old Point Comfort, Va.

Escape of a blockade runner at the Western Bar entrance to Cape Fear River, February 25, 1863.

Report of Captain Sands, U. S. Navy.

U. S. STEAM SLOOP DACOTAH,

Off Cape Fear River, North Carolina, February 26, 1863.

SIR: Again it is my unpleasant duty to report that a steamer succeeded in getting in at this entrance [Western Bar] of the river on the morning of the 25th instant. At about 3 a. m. the *Monticello's* picket boat fired a rocket and soon after made the signal that a vessel had got into the river. We were all alert at the first signal, but though star-light overhead, the horizon was very hazy, particularly over the land.

The steamer was not seen by the picket boat until she was close aboard and had passed so rapidly that she was inside the bar before the warning signal could be made, and seemed to be running close along the surf line near the shore, as the picket boat was anchored about a mile west of the Bug lights in 10 feet of water, and the steamer was inshore of her.

She bears the description of the steamer driven off from Little River by the *Matthew Vassar* on the morning of the 20th instant. I enclose the officer's report. This shows how futile is our night blockade with the force we have, in the state of the atmosphere at this season; and in the coming months of March and April, when the fogs commence, it will be even more difficult to prevent the frequent recurrence of such successes on the part of the neutrals. Our vessels have nightly picket boats between us and the beach, and yet the blockade runners pass us unseen, or else seen too late to be intercepted.

I have not to complain of a single instance of want of vigilance on the part of the commanders here, but much to praise for alertness and promptness of action. And I can not see how we can prevent these successes unless we have the numerical force to string the whole shore along to the westward here, and to the northward on the other side of the reef (for Captain Case has the same to contend with there), or until we have a foothold upon the shore in the possession of Forts Caswell and Fisher.

An outer line of cruising vessels could pick up those we drive off at night, and prevent a second trial at other points. Indeed, in view of the probability of an early appearance of the ironclad rams that are said to be ready, we stand much in danger of this blockade of two or three vessels at each entrance being broken, and doubling our force, without an ironclad to help us, may not prevent it. If the blockade runners succeed against the number of vessels blockading Charleston, it can hardly be expected that we can seal this port with the comparatively small force we have. A low-pressure tug for each side of the reef, with a rifle howitzer to sweep the coast at night above New Inlet and below Western Inlet, would be of great service to arrest this blockade running. The *Resolute* and *Reliance* would be the very vessels if they could be managed to exhaust their steam without the noise they now make.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Braine, U. S. Navy, transmitting report of Acting Master Hustace, U. S. Navy.

U. S. S. MONTICELLO,
Off Western Bar, Cape Fear River, N. C., February 26, 1863.

SIR: I enclose you the report of Acting Master Richard Hustace, of this ship, who was in upon the bar at this entrance to Cape Fear River on the night of the 24th instant, and occupied a commanding position to observe vessels attempting to evade the blockade; and yet, with all vigilance, you perceive that a steamer succeeded in getting in. I judge

she could not have drawn more than 6 feet of water. From her build and rig she was certainly adapted for the purpose she succeeded in.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. MONTICELLO,
Off Western Bar, Cape Fear River, February 25, 1863.

SIR: I have to report that last night at 7 o'clock I left this ship in the first cutter with a crew of eleven men and proceeded in for the Western Bar for the purpose of performing picket duty. I arrived at the bar at 8:15 o'clock, sounded in and out over the bar and across the channel, and at 9 o'clock took my position on the north side of channel and anchored in 12 feet of water. Sea was smooth and weather cloudy. Near midnight the weather became clear and I was enabled to take the following bearings: Bald Head light-house about E. S. E. and Fort Caswell nearly E. by N. $\frac{1}{2}$ N. After 1 o'clock the weather became misty to southward and westward and along the land, rendering it difficult to see objects at any distance. At 3:30 a. m. a steamer suddenly hove in sight between me and the land, coming out from under the cover of the woods; she passed between the boat and the shore, going at full speed. The breaking of the surf on the beach drowned the noise of her paddles. I had to get underway in order to bring the gun to bear on her, but before I could do that she was some distance up the channel. I immediately made the signal of a vessel having succeeded in passing me. I proceeded in toward the fort and got soundings at 8, 9, and 10 feet, where the steamer had passed. She was hailed from the shore, but I did not hear the answer returned. She stopped on the Rip long enough to take a pilot, as I supposed, then stood in and was soon out of sight. Tide had been running ebb three hours when steamer ran in. Steamer was very long, low hull, side-wheels, short smokestack, no masts. Fort Caswell beat to quarters when I made signal to the blockaders.

Yours, respectfully,

RICHARD HUSTACE,
Acting Master, U. S. Navy.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Monticello.

Report of Acting Rear-Admiral Lee, U. S. Navy, urging that the iron-clads be employed for the attack upon Wilmington, N. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 26, 1863.

SIR: I duly acknowledge the receipt of the Department's confidential dispatch of the 13th ultimo, informing me that "the examination of the bars and the reports of your (my) officers in regard to the impossibility of the *Passaic* and *Montauk* entering Cape Fear River, rendered it necessary to abandon the projected attempt upon Wilmington, yet success at those points would lead the Department to hazard more at

Wilmington than would be judicious at the present time." The Department also therein informed me that "there are several vessels of the exact type of the *Patapsco* and the *Keokuk* of much lighter draft (carrying two XI-inch guns) to be ready in a month;" and the Department adds: "If there is any prospect of getting into Cape Fear River with these, they will be placed at your disposal as fast as finished, unless disaster should occur to those gone and going south."

In my confidential dispatch of December 28, I say: "The Coast Survey charts furnish sufficient data, irrespective of the unreliable night soundings we are taking, for deciding in the affirmative this question as to the possibility of the *Passaic* and monitors entering Cape Fear River, provided there are no obstacles on the shoal and narrow Rips at Fort Caswell, where obstructions extending but a foot or two from the bottom would be insurmountable until removed. As it is understood at the Department that the ironclad force at present command is not sufficient to reduce Fort Caswell, it follows that these obstructions can not be removed whilst under the protection of its cannon and musketry."

As the ironclads *Passaic*, etc., drew $11\frac{1}{2}$ feet, and as there were but 12 feet on the Rips under Fort Caswell at high tide, it followed that when the tide fell its $4\frac{1}{2}$ feet, the ironclads, if aground there, would be exposed below their armor and easily destroyed; besides which natural difficulty we know that there are artificial obstructions there, that the channel is less than 100 yards wide, without buoys, and with shoals on each side.

In my confidential dispatch of January 4, enclosing a communication from General Foster, showing conclusively why the army could not cooperate in the proposed attack on Wilmington, and also enclosing reports of our soundings showing more water on the Western Bar than the charts, I said: "I am of opinion that our ironclads can get over the Western Bar and that the reduction of Fort Caswell is the first object to be accomplished."

The Coast Survey chart showed 9 feet on the Western Bar at low water and an average rise of $4\frac{1}{2}$ feet in the tide, making $13\frac{1}{2}$ feet. The ironclads drew $11\frac{1}{2}$; this allowed 2 feet for swell of sea on the bar and for error of calculation in the time of tide, but it was not then well known that the monitors' seagoing qualities would endure a gale of wind, if encountered while waiting for an opportunity to cross the bar.

In respect to the army, the facts are briefly these: The army could not cooperate by a land march of 100 miles in seven days with rivers to cross. It was equally impracticable for the army, even if prepared to go by sea, to make and maintain a landing either above or below the bars and their defenses, and in face of the enemy, there probably in force, because free at Fredericksburg and readily concentrated from Richmond on the one side and from Charleston and Savannah on the other. Hence, doubtless, the conclusion reached by General Halleck to transfer the troops intended for Wilmington to Port Royal.

In respect to the projected naval part of the attack, the brief view of the case is that the ironclads drew too much water for the upper entrance (New Inlet), and consequently could not get in to enfilade the strongly built and casemated works on Federal Point, whilst the wooden vessels could not approach them by sea near enough to fight them with effect. The affair at Arkansas Post shows, what was before understood, that such works can only be fought successfully at close quarters, and this the soundings off Federal Point did not allow. It appeared, therefore, that Fort Caswell was the key to the position; that it must first be taken, and that the army could not aid in its

reduction. Hence I urged, as Mr. Fox will kindly recollect, that all the ironclads intended for operations down the coast should take Wilmington on their way.

The reduction of Fort Caswell will enable us to command both entrances to Wilmington, and to relieve the outside blockade of that port. It will also give us a landing, a depot, and a base for operations against Wilmington, its immediate defenses, and those below it and above Fort Caswell. I have heretofore represented that Wilmington is strongly defended; and is the nearest fortified port the rebels have through which they get supplies for their army in Virginia; that the blockading force off its entrances is divided by the long extent of Smith's Island and Cape Fear Shoals, and hence one part of this force can not support the other readily, an important consideration, threatened, as we are officially advised that force is, by a concentration of rebel vessels of war and supply (aided by their two ironclads now understood to be ready, or nearly so, at Wilmington); all of which facts furnished us with additional reasons for capturing Fort Caswell.

Owing to the great difficulties growing out of the shoal water in this locality, the Department wisely (if I may be permitted to say so) declined to allow the first of its ironclads in sufficient force to reduce Fort Caswell to encounter the attending risks before operating at Charleston, where there is good water.

When I was at Washington last week, Assistant Secretary Fox informed me that the five ironclads, *Oatskill*, *Saugamon*, *Lehigh*, *Nantucket*, and *Keokuk*, would be provided for the present projected expedition against Wilmington, the last named being a light-draft ironclad, carrying four XI-inch guns, whilst the other four are of the same class as the *Passaic* and *Montauk*; that the *Oatskill* would first go to Port Royal, to be returned, however, after operations are over in that quarter; and that the *Roanoke* would relieve the *Saugamon*, now here.

I am well pleased with the proposed force of five ironclads, carrying four XV-inch guns and eight XI-inch guns. Nevertheless, in view of the calls and casualties of service within the limits of the North Atlantic Blockading Squadron, I respectfully suggest that all the work for the ironclads within these limits should be completed before any of them are sent to the Gulf of Mexico. If practicable, I would like to have two of the new double-enders capable of taking ordnance supplies at night over the bar to the ironclads within it. If these can not be had, the *Keokuk* will be so used.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Case, U. S. Navy, commanding U. S. S. Iroquois, of the grounding of that vessel on arrival off Morehead City.

U. S. STEAM SLOOP IROQUOIS,
Off Beaufort, N. C., February 26, 1863.

SIR: I have to inform you that on my arrival here I proceeded to the anchorage off Morehead City, as directed by your order of the 6th instant, but got aground on one of three lumps which lay just below at

the outlet of Bogue Sound. At one time I feared the vessel might be injured, as she was hard and fast amidships, with but 9 feet of water on her port side, and the flood tide pressing her up against every effort we could make to relieve her, both ends being in deep water. Preparations were made to take advantage of the first of the ebb, which fortunately succeeded, and we anchored in mid-channel, in its widest part, just below the depot, but could veer only 15 fathoms of cable without touching on either bank when the ship swung.

The *Chocura*, which I found here, had dragged ashore twice, with a greater scope. Under these circumstances I determined to take the ship down near the fort, the nearest place to Morehead City where there was unoccupied room for the ship to swing. I lost one day in grounding, getting off, etc. I shall direct the larger vessels not to go up near the depot hereafter, as there is only room for the smaller ones to swing, and nothing to spare for them, with a secure scope of cable. I am told that the pilot I had on board is the best here.

Captain Quincy, in charge of the post, informed me that he did not apprehend any attack now. There is a regular army gunboat, one of General Burnside's navy, anchored at the mouth of Bogue Sound, covering the depot and within short range of Morehead City.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding parts of the chart of Cape Fear River.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 27, 1863.

SIR: In reply to your confidential communication of the 25th instant, I transmit enclosed parts of the chart* of Cape Fear River, embracing the localities where obstructions are placed, and marked A, under Fort Caswell, in about 8 feet water; B, under Zeek's Island battery; and C, under battery at Brunswick.

Of course, we do not know the precise position of these obstructions, but the one most important for us to know about is doubtless that on the Rips under Fort Caswell.

The principal benefit I expect to derive from the rafts is from their pendant shell encountering and exploding the torpedoes, etc., which may be placed, if not on the bar, between it and the Rips. When Fort Caswell is taken, the rafts may be useful in removing the obstructions on the Rips. I suppose that the heavy pendant to the rafts is fitted to be adjusted at pleasure, so as to suit the draft of water at any given locality.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

* Not found.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information concerning Confederate vessels in James River.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., February 27, 1863.

SIR: General Viele recently informed me that he had been told by secessionists in Norfolk, in whose representations he placed confidence, that the rebel ironclad called the *Richmond* is a success, having speed and light draft.

One of our pilots, whose opportunity for acquiring information from his acquaintances in Norfolk is pretty good, tells me that a fellow Free Mason, on whom he can rely, was at Richmond a month ago, and states that, besides the *Richmond*, the rebels have another ironclad called the *Ladies' Boat*, and now about ready; that they are finishing for a gunboat one of the two vessels which Abrahams, of Baltimore, began before the war to build at Richmond for the tobacco trade; that the *Yorktown* (formerly the *Patrick Henry*) is armed and ironclad; that they are getting the *Jamestown* up, which had been sunk at the obstructions; and that they have three other small armed steamers. Our pilot's informant says that the obstructions below Richmond are made of canal boats filled with stones, etc.

I have the *Sangamon*, *Galena*, and the two ferryboats *Commodore Barney* and *Commodore Morris* anchored in bow and quarter line across the narrow part of the river 2 miles above Newport News Point, with the view to protect our 15,000 troops now there and to prevent the *Yorktown* from running the blockade, as it is reported she designs to do.

This last report comes from another of our pilots, who served up James River in the *Monitor*, and who has a son, I believe, in the rebel Navy at Richmond.

This large ship is anchored south of Newport News Point, in the best pool of water in this vicinity.

The Department will perceive that the rebels are believed to have more ironclads on James River than we have, and that, especially if the army is to operate on James River, we require an efficient and movable force of ironclads here. The *Galena* is now foul and dull.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, assigning to his command Lieutenant Lamson, U. S. Navy.

NAVY DEPARTMENT, February 28, 1863.

The delay in attacking Charleston enables us to send the *Keokuk* there, but both she and the *Catskill* will be back before the *Lehigh* and the *Roanoke* are ready. Your second lieutenant is to be detached, and we send you young Lamson in his place. Lamson was expected to go on other duty, but in anticipation of your movement upon the enemy I thought you might wish upon your staff, at least for this fight, a young man that Du Pont and Rodgers consider one of the very best in the

service. Davis has had him in the Bureau for a month and speaks in the highest terms of him. I feel that you ought to have him for this occasion, since you have no flag-lieutenant. The *Keokuk* has two turrets, but only one XI-inch gun in each. She has a commander, however, equal to the other two you supposed she carried. The *Florida*, a vessel similar to, but superior to, the *State of Georgia*, commanded by Bankhead, is nearly ready for sea. I think we shall send her to you and let you send off a double-ender to Farragut. I presume the latter vessel would be as satisfactory to Farragut, whilst I know you would infinitely prefer the *Florida* for blockade purposes. Farragut's squadron is now the weakest and very much needs strengthening, but where are the vessels to come from? We buy everything, and are building to our utmost capacity.

Very respectfully,

G. V. FOX,

[Assistant Secretary of the Navy.]

Acting Rear-Admiral S. P. LEE,

Comdg. N. A. Blockading Squadron, Old Point Comfort, Va.

Report of Acting Master Andrews, U. S. Navy, regarding the schooner Elma.

U. S. S. CRUSADER,

Off York River, February 28, 1863.

SIR: * * * In regard to the schooner *Elma*, I have already made you a report, dated February 23, which could not have reached you before yours of the 24th.

The schooner, instead of passing under my stern, passed the *Samuel Rotan*, and was hailed by that vessel. That night I had the wind from E. N. E., weather very thick and rainy, rendering it impossible to see two ship's lengths. After boarding her the second time and bringing her captain on board with his papers, referred the matter to Acting Volunteer Lieutenant Kennison, commanding U. S. schooner *Samuel Rotan*, who judged her to be all right, and advised me to order her out of the bay and proceed on her way to Baltimore. This is the last I have seen of her.

Very respectfully, your obedient servant,

THOMAS ANDREWS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting the return of the papers of steamer Planter, taken by the commanding officer of the guard vessel.

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Fort Monroe, February 28, 1863.

ADMIRAL: The officer in command of the guard vessel took from the captain of the steamer *Planter*, which arrived here this morning with troops, his original orders, handing him the copy, which I enclose. I respectfully ask that they may be returned to me. They constitute, with

the endorsement of the quartermaster here, the evidence of the performance of the service for which the steamer was chartered, and are necessary for the adjustment of the captain's account with the quartermaster's department.

I respectfully ask that you will direct the commander of the guard vessel not to take from transient steamers arriving here with troops or supplies for the army their original orders, but to keep copies, if you require them.

I have the honor to be, very respectfully, yours,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding certain requirements from army vessels passing the blockade.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 1, 1863.

GENERAL: I received this evening your communication dated 28th ultimo. It is necessary that the guard vessel should have an original certificate to send in with the weekly return for the Department, in order to show the character of a vessel and cargo passing the blockade. The certificate of the quartermaster at Fortress Monroe will answer this purpose, which I respectfully request you will have given in all cases where it is desirable that the vessel should retain her original order. The guard vessel will be directed to return the order to which you refer, and hereafter to merely take the name of the transport having troops on board, and afterwards get a certificate from the quartermaster. This will be done in order not to detain the troops even to copy the order; but it will be very inconvenient to the guard vessel, in addition to her boarding duties, having no steam tug to assist her, to do this except in case of troop ships. Even in case of troop transports, it would be convenient if the quartermaster, who has tugs at his command, would send the certificate off to the guard vessel.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Duplicate sent to Lieutenant-Commander H. N. T. Arnold, commanding U. S. S. *Mystic*, for his guidance.

Report of Lieutenant-Commander Braine, U. S. Navy, giving list of men engaged in piloting blockade runners.

U. S. S. MONTICELLO,
Off Western Bar, Cape Fear River, N. C., March 1, 1863.

SIR: I forward for your information the names of the following parties, which I learn from Mr. Savage, who came from Federal Point in

December last. The following men are those employed piloting vessels which run, or attempt to run, the blockade of this port:

George McIthen (or McKithen), John McKinsey, ——— Carroll, ——— Dennis, ——— Fowler, George Walker, John Marshall, Joseph Springer, Captain Fritszinger, Thomas Lockwood, Archd. Guthrie, Joseph Benson.

The parties hereafter named are employed sending letters and receiving them from Nassau for the benefit of the rebels—Sawyer & Menendez, of New York, commission merchants. I would suggest that these parties be looked after.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Letter from Lieutenant-Commander Flussser, U. S. Navy, to Commander Murray, U. S. Navy, regarding Confederate battery.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., March 1, 1863.

MY DEAR MURRAY: I should have written you by the *Pawtuxet*, but was up the river when she went off. No more news of the battery, except that she is of 40 feet beam and of a proportionate length. She is by one said to be covered with 6 inches of railroad iron; by another, to have her upper deck covered with cotton bales. I send the *Shawsheen* to tow up the provision schooner—we have but three or four days provisions left. You may as well send us up a coal schooner. Guerillas murdered a Union man at Edenton, and broke open and robbed the store of another last night. I shall go over to-morrow to look them up.

I have made the change you authorized in the commander of the *Shawsheen*. Would it not be well to send up the *Lancer* to lie alongside the wharf here, to take off the soldiers in case of attack? Then we may entice the battery into the sound and destroy her.

Love to all my army and navy friends.

Yours, sincerely,

C. W. FLUSSER.

Commander A. MURRAY, etc.

Report of Commander Case, U. S. Navy, commanding U. S. S. Iroquois, of the chase of a blockade runner.

U. S. S. IROQUOIS,
Off New Inlet, North Carolina, March 2, 1863.

SIR: I have to report that at 10:30 a. m. yesterday (1st instant), when off Topsail Inlet on my way from Beaufort to this place, I discovered the black smoke of a blockade runner to the southward and eastward, with what I supposed to be the *Cambridge*, but which proved to be the *Mount Vernon*, in chase. I bore away and joined in the pursuit. The wind was from the west, enabling me to put all sail on the ship, which, with the steam, gave us a speed of from 11 to 12 knots per hour, the engine making from 65 to 70 revolutions per minute.

We continued the chase five hours without any apparent change of position in our favor. At times volumes of black smoke were emitted from the smoke pipe of the *Mount Vernon*, making me believe both were blockade runners, and the more anxious to catch one of them. Both, however, had the advantage in speed, and I abandoned the chase at 3:30 p. m. and bore up for this place, off which we arrived at daylight this a. m.

The *Mount Vernon* continued the pursuit; she was some 10 or 12 miles nearer, and I trust was successful. She has not yet returned and will probably go to Beaufort for coal before doing so, as her supply was short.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—The *Mount Vernon* returned at 4 p. m. this day.

A. L. C.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. S. Mount Vernon, of the chase of a blockade runner.

U. S. S. MOUNT VERNON,

Off New Inlet, North Carolina, March 2, 1863.

SIR: I have to report to you that on the morning of the 1st of March, 1863, according to orders received by signal from the U. S. S. *State of Georgia*, I proceeded to chase a steamer bearing from us E. N. E., in company with the U. S. steamers *Cambridge* and *Daylight*.

At 9 [a. m.] a heavy fog settled on the water, and thinking that the chase would probably stand inshore, we altered our course and stood N. N. W. At 9:30 the fog cleared away and we again saw the chase bearing from us E. N. E. and apparently standing S. E. We made all sail and carried as much steam as was possible. At 11:30 we tried the range of our rifle, having come up with him considerably, but the shot fell short about one-half mile.

Shortly after meridian the chase kept away before the wind. We followed his example and at 1:30 passed through a field of some 300 barrels, which seemed to be powder barrels, and he continued to throw overboard his cargo for about two hours. From this time he seemed to gain on us slowly. We threw into the fires a quantity of condemned pork and a half barrel of pitch, and used every exertion to overhaul the chase, but to no avail. We kept sight of him until dark and for a short time afterward, but about 8 p. m. we lost sight of him. We then hauled up for New Inlet, which bore at that time W. by S., 140 miles distant.

The chase was a long paddle-wheel steamer, with two masts and two smokestacks, very rakish in her appearance, and painted a light lead color.

When we gave up the chase the wind and sea were both on the increase, and the ship was laboring very heavily.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander A. LUDLOW CASE, U. S. Navy,

Comdg. U. S. S. Iroquois, Senior Officer off New Inlet, N. C.

Report of Commander Case, U. S. Navy, regarding the escape of a British steamer into New Inlet.

U. S. S. IROQUOIS,
Off New Inlet, North Carolina, March 2, 1863.

SIR: I regret having to report that an English steamer, the same, I believe, we chased yesterday, succeeded in getting into New Inlet this evening, just at sunset. She came from the northward and eastward, close along the land, under its shadow, and from her lowness was not visible until she threw up a dense volume of smoke within a mile and a half of Fort Fisher.

The blockading ships lay about 5 miles offshore, and although this ship and the *State of Georgia* were underway in a few minutes, it was too late to intercept her. The *State of Georgia* fired three shots from her 100-pounder, which fell far short of the steamer as she was crossing the bar.

She was a long, very low paddle-wheel steamer, with two pipes and two masts without yards.

There were five steamers off the inlet, the extreme vessels about 2 miles apart, and arranged as follows: From the northward and eastward, *Cambridge*, *Daylight*, *Mount Vernon*, *Iroquois*, and *State of Georgia*. The *Mount Vernon* had her cylinder head off for the purpose of repacking her piston and preparing to go to Beaufort for coal in the morning. The *Daylight* was under orders to proceed to the northward and eastward to look after the inlets in that direction (but will not now go farther than Masonboro Inlet, cruising between it and this place), while the *Cambridge*, *State of Georgia*, and this vessel remain in the immediate vicinity of New Inlet and endeavor to guard it.

The *Cambridge* is in such condition as to be of but little service, and can not be called upon to chase except in case of emergency. Both the *State of Georgia* and this ship had been underway during the day to look after vessels which proved to be blockaders, the *Monticello* and *Mount Vernon*.

All have lookouts at their mastheads, who have heretofore been very vigilant and usually reported vessels about the same time. The pilot of this ship and myself were at the time, and had been for some time before, watching for vessels, and more particularly the movements of an ironclad steamer, just inside the bar, which seemed to be preparing to come out, with the view, I now presume, of aiding the steamer running in, the movements of which they must have known, as they were no doubt telegraphed along the beach from station to station.

The boldness of the steamer coming in was based on the knowledge, obtained yesterday, of his speed being superior to ours, which he could avail himself of, if necessary, at any time.

The whole attention of blockade runners seems of late to have been turned toward the two entrances to Wilmington, and I trust that you will consider it necessary to send, if possible, a larger force here. Small, fast vessels are what is wanted most, such as can lay close in without being seen at night, or only at short distance during the day. Such are the English blockade runners; the advantage of speed and invisibility is now altogether with them.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, in the event of the appearance of a Confederate naval force at Plymouth.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 2, 1863.

SIR: I received this evening your official communication of the 26th ultimo, marked, as usual, "Informal."

If the enemy appears at Plymouth it will not do to relinquish possession and retreat with the expectation that, with such a force as you describe, he will follow you into better water for a fight. When the enemy shows himself with a force on the river at Plymouth, Lieutenant-Commander Flusser, with the whole force present, will at once rush a sufficient distance above him, firing all arms as he goes, when he can with effect, and, taking the battery in reverse, attack it by ramming and firing.

A sufficient picket should be kept ahead to give notice and prevent the officers and crews from losing their necessary rest.

I would much rather see our military and have our naval force concentrated ready to threaten the enemy at any point than have him constantly threatening our very many scattered positions.

I explained these views to General Foster last fall. I suppose the battery, if not all the reported force of the enemy at Halifax, [N. C.], to be exaggerated. I hope General Foster will find himself in sufficient force, when the pressure on Charleston and Richmond is felt by the enemy, to anticipate and attack him.

You speak of having a light-draft steamer, obtained from the army, with a reliable officer on board. She might be used advantageously in preventing violations of the blockade in the upper and shoal waters of the sound.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander A. MURRAY, U. S. Navy,
Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Florida.

NAVY DEPARTMENT, March 3, 1863.

SIR: The U. S. S. *Florida* has been ordered to report to you for duty. On her arrival you will send one of your double-end steamers to Rear-Admiral Farragut at New Orleans.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the condition of certain vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 3, 1863.

SIR: Reports from New Inlet represent the condition of the vessels belonging to that blockade (besides the *Iroquois*), viz, the *Cambridge*,

Mount Vernon, and *Daylight*, as in a bad condition, as regards their boilers and machinery especially.

The *Cambridge* is now at Beaufort repairing her boilers, which are represented to be in so precarious a condition as to be liable to fail at any moment.

The *Mount Vernon's* boiler is also reported to be in bad condition and in want of scaling. This was to have been done when she next went for coal to Beaufort.

The machinery of the *Daylight* is also said to be broken down, and, according to the latest report from Acting Master Warren to Captain Case, he could remain at his station until the return of the latter from Beaufort, if he had to lay at his anchors. These vessels will be retained in active service as long as it can be done with safety, but if it is found necessary to send any one of them north for repairs, the blockade of New Inlet and to the northward will be left virtually to two vessels, the third being absent most of the time for coal and repairs.

The *Penobscot*, I am informed, was received at the Washington navy yard to wait her turn for repairs. I respectfully suggest that the work on the river craft and other less urgent work there should be suspended until the completion of the *Penobscot's* repairs, and that the commandant at that station be instructed in similar contingencies to give the preference to vessels of the outside blockade.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, referring to the conduct of Lieutenant Blake, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 3, 1863.

GENERAL: I enclose Lieutenant Blake's explanation for your perusal, when please return it to me. You will see that the circumstances of the case had not been fully and correctly represented to you. Still, the course pursued by this young officer, then in temporary command of the *Mahaska*, was irregular and injudicious. I regret the occurrence, and am sure no official discourtesy was intended.

I have the honor to be, general, very respectfully, yours;

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Capture of a landing party from the U. S. schooner Matthew Vassar.

Report of Acting Master Savage, U. S. Navy.

U. S. SCHOONER MATTHEW VASSAR,

Off Little River Inlet, March 4, 1863.

SIR: I respectfully beg leave to report to you that yesterday morning I sighted a large boat on the point of the island at this inlet. I

sent Acting Master's Mate George Drain and a boat's crew of seven men and one contraband to either capture or destroy her, if possible, without any risk, and then return to the vessel. They landed and destroyed the boat without any resistance, and then started to come back, when they turned back again and proceeded up the river behind the island, which was contrary to my orders. I set the boat's recall, which was taken no notice of. I then saw some men come from the log fort on Little River, as I thought, to cut my boat off on her return. I then sent another armed boat to assist the first one on her return, if required. It was then reported to me from the masthead that the first boat's crew had landed on the mainland, about one mile up the river. I then fired two guns to call his attention to the boat's recall, and likewise to drive the rebels out of the woods where he was, all of which he took no notice of, but proceeded with his men into the woods, where I lost sight of them, and have neither heard nor seen anything of them since. It is my opinion that they are captured and taken prisoners, as this morning the boat is to be seen up the river with a quantity of rebels in her. We shelled them and drove them away from the boat, but having no force of men, and only one boat, I thought it prudent to postpone it. There was an arms chest in the boat and twelve rifles, and no other arms, as I did not allow them to go on any expedition, and the reason of there having so many rifles was, that this boat was my guard boat, and had her arms chest with her complement of arms in it.

The following is a list of names and rates of the officer and boat's crew:

George Drain, acting master's mate; Henrick Wolf, sailmaker's mate; John Herington, seaman; Daniel Cronin, ordinary seaman; Morris Kennedy, ordinary seaman; Edward Williams, landsman; John Clark, landsman; William Farrell, landsman; Jesse Smith, contraband.

Sir: I will herewith enclose the requisitions for another boat, which I hope will be forwarded as soon as possible, with the required men and officer, as I am at present unfit to do the required duty that I am here for, as I have only one boat and a few landsmen.

Very respectfully, your obedient servant,

H. H. SAVAGE,

Acting Master, Commanding, U. S. Navy.

Captain B. F. SANDS, U. S. Navy,
Senior Officer off Wilmington, N. C.

Report of Acting Master Drain, U. S. Navy.

U. S. S. MINNESOTA,

March 29, 1863.

SIR: On the 3d instant I was ordered by Acting Master H. H. Savage, commanding U. S. schooner *Matthew Vassar*, to go ashore at Little River Inlet and destroy a boat that was lying on the beach at that place; and also to make myself acquainted with the river and bay in case an expedition would be sent in there to destroy salt works, etc., and likewise, if I saw any white men on the beach, to take them off.

After I had destroyed the boat, I proceeded up the western branch toward the salt works, and when about 200 yards from the point where the boat was destroyed, my boat grounded on an oyster rock. I then went up on the beach to see if anyone was about, and in about five minutes I was surprised by a party of armed men mounting a hill, about 120

yards distant, making for us at double quick. The men having no side-arms or bayonets, and but ten spare cartridges for their rifles, I deemed it prudent to surrender rather than have the men all shot down, and there was no possible chance to get out with the boat, the wind and tide both being against us.

The day before I was captured, the boat was sent ashore to take off two negroes that were seen on the beach, and [Acting] Master's Mate Draper reported that a white man came down on the beach at the time and said he would like to go off to the blockade fleet and take the oath of allegiance, but his brother-in-law was up at the salt works and he wanted to do the same, and if the boat was there next day, they would both come off. Mr. Draper let him go on his word.

After I was captured I was told by one of the guards that this man was a corporal in their company, and that they came on the beach at 4 o'clock that morning to catch anyone that might come to the beach.

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

GEORGE DRAIN,
Acting Master's Mate.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Murray, U. S. Navy, of inability to cooperate with the army in a reconnoissance in New River Inlet.

U. S. S. HETZEL,
New Berne, N. C., March 4, 1863.

SIR: Having no vessel suited, I was unable to respond properly to an application from General Foster to aid him in another reconnoissance to New River Inlet. A light transport with a fieldpiece was substituted. I regret this, because I like to represent the Navy in these undertakings.

The *Lockwood*, the only light vessel I had, the rest being in Albemarle, is entirely unfit to go outside and is only waiting the return of the *Delaware*, which for some reason has been detained, to proceed north via canal for repairs. The *Lockwood* is now on an expedition up Pungo River, where I have reason to believe an organized system of communication, protected by Whitford guerrillas, exists. I expect favorable results.

I have prepared instructions for the *Shawsheen* to replace the *Miami*, when she will proceed to Hampton Roads in obedience to your orders. I would like to have another ferryboat, say the *Commodore Barney* and the *Delaware*, the latter, from her special adaptation, being almost a necessity.

I could then send you the *Seymour* and *Lockwood*, which might be used in smooth water, by bracing their boilers, for a long time. I have rescued the guns and stores of the *Ceres*, and, should we eventually save her, will take time to place her all at once. Until all this is done, and the crisis at Plymouth over, no vessel should be withdrawn from these sounds. I regret, therefore, the loss of the *Miami*.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Murray, U. S. Navy, requesting authority for expenditures in connection with machine shop at Washington, N. C.

U. S. S. HETZEL,
New Berne, March 4, 1863.

SIR: A machine shop and foundry and facilities for hauling up vessels are at Washington, N. C.; so, also, is Second Assistant Engineer Lay, of the Navy. These facts are suggestive. With the authority which I believe I have to make them useful, I have not the means. I wish to employ, say, ten machinists and ten daily laborers (contrabands). I wish to buy material; I wish to put the Government to a small expense with the promise of large returns. Will you send me a few machinists, permit me to employ more, and authorize the expense? Please think over this, as a little reflection will point out to you, without my writing, the many advantages that would accrue from this arrangement. It might be authorized as a branch of the Norfolk navy yard, subject to visitation from the commandant or his subordinate or entirely controlled by the senior naval officer on the spot. Mr. Lay is using one of the small shops for work, which I entirely approve, some of his contrivances being wonderfully ingenious, but he is at personal expense which I would like to have it in my power to meet.

Respectfully, your obedient servant,

A. MURRAY,
Commander, etc., Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Commander Murray, U. S. Navy, of the destruction of a bridge in the Pungo River.

U. S. S. HETZEL,
New Berne, N. C., March 5, 1863.

SIR: The *Lockwood* returned from Pungo River this morning. She destroyed a bridge which the enemy had built to facilitate the removal of the products from that section into the interior.

She brought in a few stores, two cases of tobacco, and a quantity of bacon; also, a small schooner and a few arms.

The troops had a conflict with the guerrillas in the swamp, resulting in the death of 4 of our men and the wounding of 16. The enemy lost about 30 killed and a few prisoners; most of the killed of the enemy and some of the prisoners (taken in arms) had passes and protections signed by Governor Stanly. One in particular, taken in woman's clothes, had a pass protection and also a commission from Jeff. Davis. He is to be tried for his life.

General Foster has concluded to hurry off a second expedition to the same place, and the *Ceres*, which I understand is rescued, will, if possible, be hastily equipped and sent to join the *Lockwood*.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, forwarding consular information regarding British bark Rosalind.

NAVY DEPARTMENT, March 5, 1863.

SIR: I enclose herewith a copy of a dispatch from the U. S. consul at St. Thomas to the State Department, announcing the arrival at that port of the English bark *Rosalind*, with a cargo of cotton, rosin, turpentine, and tobacco, having run the blockade of Wilmington on the 18th of January.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Lieutenant-Commander Gillis, U. S. Navy, suggesting an expedition into Pagan Creek for the interception of contraband trade.

U. S. GUNBOAT COMMODORE MORRIS,
Off Newport News, Va., March 5, 1863.

SIR: I respectfully submit the following report:

On the night of the 2d instant I sent a boat to the entrance of Pagan Creek [Virginia], to watch for any boats that the rebels might attempt to run in or out of that stream under cover of night. No boats were seen, but on approaching the land men were discovered, apparently a picket guard. The officer of the boat deemed it imprudent under the circumstances to land, and the boat returned. I sent the boat out again last night to watch the entrance to Pagan Creek, and the officer in charge, Acting Ensign P. B. Low, reports to me that he landed and obtained information that the rebel General Pryor is within 4 miles of the mouth of the creek with a body of men, how many he does not know, and that he has been reconnoitering as well as he could our forces on this side of the river, and that he has been down nearly opposite to Newport News within the last few days. I would respectfully suggest that an expedition might be sent up Pagan Creek as far as Smithfield, a distance of 6 miles, where there are quite a number of small vessels used by the rebels in their contraband trade, and from all I can learn the place is used as a depot where stores and provisions are collected and forwarded to the rebel army. I have three boats that can easily carry fifty men and suppose that the gunboat *Barney* could easily send the same number in her boats, and by receiving the assistance of some of the soldiers from the troops now stationed here, I think an important blow could be struck at the contraband trade that is undoubtedly carried on through that place.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, acknowledging receipt of communications.

NAVY DEPARTMENT, March 6, 1863.

SIR: The Department acknowledges the receipt of your Nos. 226, 227, 228, and 229.

In reference to the escape of a steamer into Wilmington, mentioned in your No. 228, while the *Iroquois* was absent from her usual position, it is not surprising that misfortune should follow when officers partially abandoned the blockade to bury the dead.*

In reference to the *Penobscot*, mentioned in your No. 229, orders have been given to Commodore Harwood to give preference to her over other vessels repairing.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting additional officers for the command of prize vessels.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 7, 1863.

SIR : Owing to the increase of blockade runners off the coast of North Carolina, and frequent captures made of them, I would request that six officers capable of taking charge of prizes may be ordered to this squadron. The vessels blockading off Cape Fear are greatly in want of them, owing to the number they have heretofore sent away in prizes, which leaves our vessels very deficient in officers.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, for the substitution of picket steamers for boats on the blockade off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 7, 1863.

SIR: Your interesting letters of the 10th, 14th, 17th, 18th, 19th, and 23d ultimo (numbered from 10 to 14, inclusive), with their enclosures were received last night.

A careful perusal of your reports strengthens me in the belief that picket boats are a bad substitute for picket steamers. It is evident from your narrative of the entrance into the river on the morning of the 14th and 25th of a steamer, that had a steamer been on picket instead of a boat, the blockade runner would probably have been intercepted and caught. Now that you understand how closely they track the land and how steep the beach is, you can take efficient measures to stop them there. Though a success seems to have been achieved on the night of February 18, by the picket boats in scaring back the *Giraffe*, and by the boat of the *Matthew Vassar*, on the 20th and 23d, yet the chances of their being run down, as was shown in Acting Master Earle's report of the 14th, are very great, and, even in these cases of success, steamers placed outside and near where the boats were

would have captured instead of scared away the strangers. The sending in of picket boats, moreover, is a temptation to a dangerous relaxation of vigilance on board the steamers. Use picket steamers hereafter. I am aware of, and fully sympathize with, your embarrassments and anxieties respecting the character and number of our blockading force. I have urged on the Department the necessity for increasing it, both in numbers and in individual efficiency, in view of the Galveston disaster and the Charleston raid, and the probable increase of efforts to elude the Wilmington blockade, consequent on the approaching naval movements in the neighborhood of Charleston. It must be understood, however, that the Department, when the extent of coast to be blockaded is considered, and the urgent demands for cruisers, is doing and has done all that it could for this blockade. I appreciate the difficulties of your situation, and desire you to dispose of your force to the best advantage.

* * * * *

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Commanding U. S. S. Dacotah, Off Wilmington, N. C.

Order from the senior officer off Wilmington to the senior officer off Shallote Inlet, regarding his duty while in that position.

U. S. S. CHOCURA,

Off Wilmington, N. C., March 7, 1863.

SIR: I am directed by Captain B. F. Sands, senior naval officer commanding off Wilmington, to inform you that so long as you hold your present position as senior officer off Shallote and the adjacent inlets, you are to place the vessels under your command at such stations as shall, in your opinion, best serve the public interests. You are held responsible for their movements, and any violation of your orders should be promptly reported.

Very respectfully, etc.,

W. T. TRUXTUN,

Lieutenant-Commander.

Acting Volunteer Lieutenant ED. HOOKER,

Commanding U. S. S. Victoria.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Murray, U. S. Navy, regarding general matters.

U. S. S. COMMODORE PERRY,

Plymouth, N. C., March 7, 1863.

MY DEAR MURRAY: I detained the *Seymour* until the arrival of the *Shawsheen*, as I did not know at what time it would be necessary to send you a dispatch. The *Shawsheen* is patching boiler, so the *Seymour* will tow the provision schooner to Winfield and thence to New Berne.

The former cabin steward of the *Shawsheen* is here to be discharged. I have received no information of his having been condemned, nor an order to discharge him. I have no money, and can not pay him off. I

send him back to you with his account made up to the 1st of February. If he has drawn anything since then, we have not been notified of the fact.

I was at Jamesville yesterday with a portion of two companies of infantry. The enemy had commenced to dig rifle pits there. We had an opportunity to fire at them as they ran. One man was struck, I think, as he fell from his horse, but before we came up he had skedaddled, leaving his rifle and his cap. We were fired on from an old church, and while I, with one company, pursued the enemy, I regret to say that someone who remained behind fired the building.

The provision schooner has not one-half of what we need. You skinned her below; the poor devils here only get the leavings. No chance for manavelins at Plymouth.

Nothing new of the formidable battery. I think the land force which was collected above has gone to aid Pryor. We have, however, rebels close to, on both sides of the river.

I left old French last night above Jamesville, much to his discomfort. Remember me kindly to army and navy friends.

Yours, sincerely,

C. W. FLUSSER,
H. of the D. II.

Commander MURRAY, etc.:

P. S.—If you do not understand the initials of my title, consult Richmond papers of the 28th ultimo or Petersburg Express of the 24th.

Please send up our money so soon as it arrives. I have written frequently, or oftener, concerning our force-pump rod. It has been there (at New Berne) some months, and needed only a few minutes' work on it. It is very important that we should have it at once or we will be breaking down.

By the way, tell me if I have authority to appoint one of my men (an ordinary seaman), who wishes it, as a nurse. We need a nurse, and we need more men. They have sent me an officer and detached another. I need a watch officer; can't you send me Avery?

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding general matters.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., March 7, 1863.

MY DEAR DAVENPORT: I send this by a sail boat to Roanoke. The boat goes to get us some heavy guns for our fort, which is nearly finished.

There was a probability of an attack here last night. A steamer's smoke was seen up the river. I went up to Jamesville to-day, but saw nothing of her. If she was there, she ran away as we went up, being probably too weak to fight us. I send you an extract from a letter of a man who is said to be working on a gunboat up the river. The letter is written to his brother, who was captain of the *Alice* when we captured her up this river. The fellow has taken the oath of allegiance, but is, nevertheless, I fear, a scamp and a secessionist. I think it may be a *Merrimack* story to put us off our guard. I believe the battery has been finished for some time.

I should like you to send me more steamers so soon as you can possibly spare them.

We have but a small force here to fight an ironclad; we also need (badly) ammunition, provisions, and coal.

Have I a right to pass a vessel with cotton from here to Roanoke Island, New Berne, Beaufort, etc?

I have here some captured cotton (uninjured), a large seine, two or three good boats, and a small quantity of salt. These things can not be sent home. Can I not sell them here and put the proceeds of the sale in the hands of the doctor for the benefit of the sick?

Five hundred rebels crossed the Roanoke above here last night, bound to Washington, N. C. I think the rebels fear an attempt on our part by way of Jamesville or Williamston to raise the siege of W[ashington]. We can hear their guns at W[ashington] sometimes quite distinctly.

Please send me the things I mentioned, viz, gunboats, ammunition, provisions, and coal, as soon as convenient. Remember me kindly to all army and navy friends. Luck to our side.

Yours, sincerely,

C. W. FLUSSER.

Commander H. K. DAVENPORT, etc.

[Enclosure.]

HALIFAX CITY, N. C., EDWARDS FERRY,
March 29 [sic], 1863.

DEAR BROTHER: Perhaps you know that there is a gunboat and a battery building on this river. The battery was built above here in 6 miles of Halifax. It was launched last week and is now 2 miles below here.

We could not stop her here. It is not coppered yet, though it is in the water. The iron is to be put on and the guns mounted, but I can not tell when that will be done. The boat is just about commenced at this place. I think it will take all the year to finish this boat. There are about fifty hands here, mostly black.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting extract regarding the capture by the U. S. S. Quaker City, of the British steamer Douro, March 9, 1863.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 15, 1863.

SIR: Enclosed herewith is an extract from the public prints, regarding the capture of the *Douro* by the U. S. S. *Quaker City*, having made her escape from Wilmington on or about the 9th instant.

This evasion of the blockade and the instances of escape of blockade breakers by superior speed, not only in getting out of the river [Cape Fear], but also when detected and turned back while endeavoring to enter, as has been reported to the Department, illustrates the urgent necessity of keeping on each side of the reef a swift chaser.

Under the present system adopted by blockade breakers vigilance alone without speed is insufficient to keep inviolate the blockade of the inlets of North Carolina in the neighborhood of Wilmington.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Capture of the anglo-rebel steamer Douro.

The British steamship *Douro*, of Liverpool, which was captured by the U. S. gunboat *Quaker City*, Commander J. M. Frailey, off Wilmington, N. C., arrived at this port yesterday, a prize, in charge of Acting Ensign Theodore [F.] De Luce. The details of her capture are as follows:

At daylight on the 9th instant, when off Cape Fear, a steamer was seen standing to the southward. The *Quaker City* immediately stood toward her, and soon discovered her to be a "neutral" British vessel, evidently a blockade runner. After a most exciting chase of over four hours the *Quaker City*, owing to her superior speed and seagoing qualities, overhauled her in latitude 33° 41' N., longitude 77° 02' W. So great was the determination of the British commander to escape, if possible, that it was not until Commander Frailey brought his broad-side guns to bear upon her that he surrendered. About fifty shot and shell were thrown at and over the vessel before she slackened sail, and it was found that the crew were even then as courageous as whisky could make them. It was discovered that but little damage was done by the missiles, as the crew had made a series of protective embrasures with cotton bales, under which they took shelter when they saw the flash of the *Quaker City's* guns. She proved to be the British iron-screw steamer *Douro*, of Liverpool, 185 tons register, with a cargo of 422 bales of cotton, with a small quantity of turpentine and tobacco, from Wilmington, bound to Nassau, and commanded by Captain Kenneth McKenzie. She had several passengers on board, who were of course detained. Commander Frailey ordered her to New York for adjudication, under command of Acting Ensign Theodore F. De Luce.

Report of Commander Case, U. S. Navy, of the escape of a steamer, March 8, 1863.

U. S. S. IROQUOIS,
Off Newport News, Va., March 11, 1863.

SIR: I have to report that the officers of the watch on Sunday night (8th instant) reported seeing a steamer passing out. She was visible for an instant only, and not long enough to train a gun. We were underway in a few minutes, steering in the direction she was reported to be going, and in fifteen minutes after she passed, the moon, which was nearly full, arose and gave us a view of 2 or 3 miles, but nothing was visible on the horizon or inshore, the beach being plainly in sight. I was under the impression the officers were mistaken, until yesterday, when some contrabands taken on board the *Daylight* off Masonboro Inlet reported the sailing of a steamer on Sunday night, though they did not know which side she went out. I had not time before the *Daylight* left to examine the contrabands myself, but directed Acting Master Warren to do so on his way up to Beaufort, and report the result to you from that place.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Murray, U. S. Navy, regarding the rescue of the U. S. S. Ceres.

U. S. S. HETZEL,
New Berne, N. C., March 9, 1863.

SIR: I have the honor to report that the *Ceres* has been rescued from her perilous position on the saddle near Royal Island [Shoal] light. We were compelled to use the wrecking vessel and materials of Messrs. Johnson & Higgins. I had lightened her of everything, as she was full of water and driving higher on the bank, being 450 feet from floating when the wreckers arrived. I do not think the charge very high, as these people are at great expense all the time with only occasional employment. Their first charge was a thousand dollars. In twenty-four hours after she arrived she was again equipped, battery, provisions, and coal, and underway for the Pungo River—the first expedition in that quarter, with its results demanding a second.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer, Sounds of North Carolina.
Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Commander Case, U. S. Navy, regarding the position of vessels on the Wilmington blockade.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 10, 1863.

SIR: In my dispatch to you of March 8 I quoted from a letter of the Department, dated March 6, regarding your temporary absence from the station on the 15th ultimo, when a steamer attempted to enter New Inlet, as appeared from your report No. 16 of February 18. I enclose herewith a copy of a letter of the Department of the same date, received since, requiring an investigation of the circumstances connected with this escape. I have sent a copy of your report to the Department. Give me such additional explanations in the matter as may be necessary. In order to avoid any similar occurrence in future you will, as far as practicable, keep the bar closely watched by one steamer and have two others lying as close as possible to the beach, one above and one below the entrance, all within supporting distance of each other. In your No. 18, of February 21, in narrating the circumstances attending the entrance question into Wilmington on the night of the 20th or morning of the 21st you state that you had stationed the *Mount Vernon* off the inlet, the *Daylight* to the eastward, this ship, *Iroquois*, a little to the southward and westward of the *Mount Vernon*, the vessels to be not more than a mile or a mile and a half apart and as near in as possible. According to the report of Acting Volunteer Lieutenant Trathen the *Mount Vernon* and *Daylight* were from one-half to three-fourths of a mile apart. This position of the vessels, in a line eastward of the entrances, virtually reduced the blockading force to one vessel. This sort of grouping is objectionable, especially at night. Steamers instead of boats are preferable for picket duty, and you will use steamers accordingly for such service. In cases where a boat in the night would, by her signals, either scare away a blockade runner

or give notice too late of her approach to be run down by her (as was nearly the case on the other side of the reef on the night of February 25), a steamer in the same position would effect a capture.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain A. L. CASE, U. S. Navy,

Commanding U. S. S. Iroquois, off Wilmington, N. C.

Report of Commander Case, U. S. Navy, regarding the erection of Confederate defenses on Federal Point, and requirements of the blockade.

U. S. S. IROQUOIS,

Off New Inlet, North Carolina, March 10, 1863.

SIR: I have to report that a tower is in process of construction on the southwest end of Federal Point, about 1 mile from Fort Fisher. It is now, I judge, some 60 feet high, diagonally braced and supported in the rear, and still unfinished. I at first thought it was intended only for a light-house, signal, or lookout tower, but now think that guns are to be used in it also, to throw plunging shot on the decks of vessels. The stories are being filled around with sand as they arise, a steam engine being used for that purpose.

All the works finished or in the course of construction in the vicinity of Federal Point indicate the expectation of extensive operations.

I am now fully satisfied that a new channel has opened, or rather that the old one close to the beach has reopened. The steamer we last saw going in never varied her course, but went straight in along the beach at Federal Point, only a few hundred yards distant from it.

Low-pressure tugs would be of great service in the blockade of New Inlet, particularly so if fast, with engine and boiler in first-rate order, good ground tackle, and armed with a 30-pounder rifle forward and aft.

I am not sure that the inshore blockade can be effectual without tugs or some other small and very fast steamers, such as can move about at night without being seen and signaled, as all the large vessels are now. Vessels (especially such as this) with considerable top hamper are most always visible from the shore; there is no background for concealment, and we rarely move at night without its being noticed directly. If it is necessary to slip the cables when inshore at night in the vicinity of the inlet, it is tantamount to abandoning them, for they can not be recovered in the day without a fight with four or five forts. The enemy have guns of very long range and never miss an opportunity to let us know it. On the 5th instant, while over 4 miles from the fort, a shot was thrown within a very short distance of this vessel, and the day before three or four near the *State of Georgia*. Our day station buoy, which is in 8 fathoms of water, with Fort Fisher bearing W. by N., is just without their range, where, when the air is clear, we can distinctly see the operations of the men at the forts and on the shore, and the movements of vessels in the inlet and river. I judge it to be near 5 miles from the beach.

Since the unfortunate occurrence of the 2d instant the vessels have been more spread, so as to guard as effectually as is possible with the force now here the shores north and south of the inlet. The *State of Georgia*, *Cambridge*, and *Iroquois* are off the inlet, and about 2 miles

apart, and the *Daylight* is between the Big Hill (which is 8 miles to the northward and eastward) and Masonboro Inlet, where the blockade runners get pilots when they have none on board.

The *Mount Vernon*, when she returns from Beaufort, will take the place of the *Cambridge*.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding the release of the schooner Alice L. Webb.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 10, 1863.

SIR: In reply to your letter of February 19, regarding the schooner *Alice L. Webb*:

The Department, under date of February 23, has remitted to me the disposition of this case.

As you state that four out of five of her owners are loyal, and as Governor Stanly alleges that they are all loyal, you may discharge her from custody.

Let her owners refund any expense incurred on her by Government and give a quitclaim for any service she may have rendered to date, inclusive.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ALEX. MURRAY, U. S. Navy,

Senior Officer in Sounds of North Carolina, New Berne, N. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. steamers Mahaska and Florida.

NAVY DEPARTMENT, March 11, 1863.

SIR: Your Nos. 243 and 255, in reference to the double-end steamers, have been received. The *Miami* is not fit for outside service. You will send the *Mahaska* to Rear-Admiral Farragut on the arrival of the *Florida*. The *Florida* will tow the *Nantucket* to Port Royal and then return to Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. N. Atlantic Blockading Squadron, Old Point Comfort, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival at Hampton Roads of the U. S. S. Western World.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 11, 1863.

SIR: The U. S. S. *Western World*, under orders of the Department dated February 16, from New York, arrived this morning.

Her commanding officer has reported to me for duty.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

List of vessels employed by the War Department within the Department of Virginia, up to March 11, 1863.

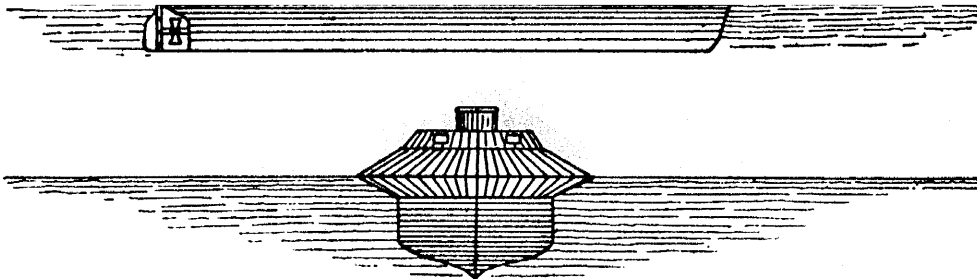
Class.	Vessel.	Class.	Vessel.
Steamer	City of Hudson.	Tug	C. P. Smith.
Do.	Metamora.	Do.	West End.
Do.	George Washington.	Do.	J. F. Starr.
Do.	Mystic.	Water boat.	Commodore Foote.
Do.	Rookland.	Do.	Constitution.
Do.	James F. Freeborn.	Do.	Commodore Du Pont.
Do.	New York.	Steamer	Champion.
Do.	Commodore.	Do.	Cecll.
Do.	South America.	Do.	Seth Low.
Do.	Argo.	Do.	Georgia.
Do.	Sequin.	Do.	Swan.
Do.	Hunter Woodis.	Do.	Star.
Do.	Robert Morris.	Tug	Lillo.
Do.	Kennebec.	Do.	Dictator.
Do.	Express.	Steamer	Henry Burden.
Do.	Maple Leaf.	Do.	C. W. Thomas.
Do.	Pioneer.	Do.	Wm. Whildon.
Do.	Thomas A. Morgan.	Tug	Chowan.
Propeller	Commerce.	Steamer	John Rice.
Tug	D. S. Stetson.	Do.	United States.
Do.	Adriatic.	Do.	Croton.
Do.	E. A. Souder.	Tug	Francis King.
Do.	J. B. White.	Do.	Titan.
Do.	Edwin Forrest.	Do.	S. R. Spaulding.
Do.	Volunteer.		

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the appearance of Confederate ram at New Inlet, and the impaired condition of some vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 11, 1863.

SIR: Under date of March 5, Captain Sands, of the *Dacotah*, makes a report, of which the enclosed copy is an extract, regarding the present condition of the vessels on the blockade off Wilmington.

Commander Braine, commanding *Monticello*, under date of March 1, sends to me a report from the engineer of that vessel, detailing the bad condition of the engine and boiler of that ship, little or nothing having been done to her when in New York, the urgent need for her services having induced the Department to order her to sea without completing her repairs, "if she could last but three weeks."



verbal report of an officer who reported to me to-day from the blockade off Wilmington, came to the bar off New Inlet about the 2d or 3d instant, and escorted in a large steamer which had got in under the batteries.

I will forward Captain Case's report when received.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM SLOOP DACOTAH,
Off Cape Fear River, North Carolina, March 5, 1863.

SIR: * * * We are all getting into a lame condition. The *Maratanza's* donkey pump broken up. *Chocura's* boilers sprung leak, almost to put out fires, but which is (by hauling fires) partially remedied. This vessel (*Dacotah*) also suffering with worn-out boilers, three stay bolts giving way on our way for coal, and an old leak in water bottom, which we can not get at, partially remedied by allowing sediment to deposit while repairing at Beaufort.

All this is unfortunate at this time, when we are daily looking for a visit from the Confederate ram that has already made its appearance outside of the bar at New Inlet, of which a report has already been forwarded to you by Captain Case, senior officer on the northern side of the shoal.

* * * * *

I would feel somewhat more at ease if we had an ironclad at each of these main inlets to Cape Fear River, to fend off an attack upon the wooden vessels by this Confederate ram, although, without such aid, we will do our best to prevent its success. But without some such assistance the blockade may be at any time broken by even this single yet formidable (because ironclad) ram.

Very respectfully, etc., your obedient servant,

B. F. SANDS.

[Acting Rear-Admiral LEE.]

Report of Commander Case, U. S. Navy, referring to the activity of the Confederates in the preparation of ironclads and the need of fast vessels for the blockade.

U. S. S. IROQUOIS,
Off New Inlet, North Carolina, March 12, 1863.

SIR: I have this day directed Commander Parker to proceed to Hampton Roads with the *Cambridge* and report to you on his arrival there. She is represented to be in such a state as to be of no use here. She can neither chase nor take care of herself in heavy gales owing to the condition of her boiler and machinery and want of ground tackle.

None but quick vessels in good order can be of any service off New Inlet. The class of vessels now violating the blockade is far different from those attempting it a year ago, and the batteries are so numerous that we can do but little, if anything, after they are once by us. In fact, from the active movements of the rebels in getting their ironclads ready, I am not sure but they will attempt soon to raise the blockade. Their success or failure can only be known after the trial is made.

We have seen one ironclad in the river, and the contrabands taken on board the *Cambridge* on the 23d ultimo state that one ironclad was finished and a second nearly so.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival of the U. S. brig Perry.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 13, 1863.

SIR: The U. S. brig *Perry* arrived in the roads this morning, and her commanding officer has reported to me for duty.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, of the destruction and seizure of skiffs and sloops in Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 13, 1863.

SIR: The officer-in command of the guard vessel in Nansemond River, under date of March 7, reports to me that during the past [preceding] week, in order to deprive the enemy of facilities for conveying supplies and information across the river (that being a thoroughfare between Norfolk and Richmond) he had destroyed in and about Bennet's Creek twenty-two small skiffs, two sloops not practicable to get out, seized four oyster skiffs, and one small 2-ton sloop.

I would respectfully ask if this course meets with the approval of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

Where the officer can communicate with you or his senior he should do so before destroying such property.

Report of Captain Sands, U. S. Navy, forwarding report of the capture of a landing party from the U. S. schooner Matthew Vassar.

U. S. S. DACOTAH,

Off Cape Fear River, North Carolina, March 13, 1863.

SIR: On the 6th instant I received the enclosed report* of Acting Master Savage, commanding U. S. schooner *Matthew Vassar*, dated 4th instant, in relation to the loss of a boat, crew, officer, and arms belonging to that vessel, which I forward for your information. There is something so unaccountable in the report that it looks to me very like a desertion, or at best an act of recklessness without apparent object, and a great want of ordinary prudence and caution. I have sent the *William Bacon* to relieve the *Matthew Vassar* at Little River Inlet, and the latter to take the station of the *Bacon* near Shallotte, with the *Victoria* to overlook both of them.

On the 7th instant, having heard firing to the westward, I sent the *Chocura* to ascertain the cause of it. Returning, Lieutenant-Commander Truxtun brings the information that the *Victoria*, having observed a large number of men in the little fort at Little River (Fort Randolph), with a large flag flying and much cheering, Acting Volunteer Lieutenant Hooker stood in his vessel and shelled them out of it. Soon after, seeing a man on the beach waving a signal, he stood in closer, and, seeing it was a white man, sent a boat on shore which returned with one of the crew of the *Vassar's* lost boat, who had escaped, and whose story is that when halfway to the schooner upon their return from destroying the boat on the beach, the officer proposed to pull into the river and kill a bullock, which they did, landed, killed a beef, and had it in their boat, which was returning down the river when they were hailed by a body of men and ordered to land, to which the crew wished to reply by a volley from their rifles. The officer, saying it was useless, ordered them to pull inshore, and surrendered. This man, throwing away his rifle, jumped overboard and swam to the beach side of the inlet, concealing himself in the bushes until he saw the *Victoria*, after shelling the men out of the fort.

The report of Lieutenant-Commander Braine of the condition of the engines of the *Monticello*, under his command, being addressed to you, I forwarded it in my last communication to you; but I ordered Chief Engineer Dungan of this vessel to inspect them, as is usual in such cases in this division of your squadron, and I enclose his report.

* See p. 584.

I received on board two contrabands to-day from Lockwood's Folly. No information of importance, except that they heard of two regiments that were to come to Smithville to make a breastwork along the river, and that the boat's crew, lately captured there (*Matthew Vassar's*) were taken to Fort Caswell, thence to Wilmington and Richmond.

The fort here (Caswell) is being greatly strengthened, another tier of casemates on the ramparts and a gun of large caliber, evidently from its size just mounted on the eastern face.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain, Senior Officer.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Murray, U. S. Navy, regarding the defenses of Washington, N. C.

NEW BERNE, N. C., March 13, 1863.

SIR: In answer to yours of the 21st ultimo, in relation to the *Lockwood*, the coal vessels carrying iron, the *Commodore Hull*, and the 300 hand grenades have been received. I had already made up my mind to so dispose of the *Commodore Hull*. Now that I intend to do most of the repairs at Washington, N. C., an additional vessel will nearly always be there; besides, I have placed an old ferryboat with two guns and contrabands, which has added strength; she has become quite efficient. A two-gun battery is about to be erected, at the suggestion of Acting Lieutenant Renshaw, above the bridge, which will command the upper obstruction. Washington is secure.

Respectfully, etc.,

A. MURRAY,
Commander, Senior Naval Officer, etc.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. supply steamer Massachusetts.

NAVY DEPARTMENT, March 14, 1863.

SIR: Referring to your No. 278, I would state that the *Massachusetts* will touch off Wilmington on her return from Port Royal, but as her fresh provisions may then be exhausted, she will hereafter be directed to supply the vessels off Wilmington in her passage south.

Should the *Massachusetts* not have received her orders (to be sent out on the 19th instant by the *Circassian*) to enter the port of Philadelphia instead of New York, you will please instruct her to that effect on her arrival at Hampton Roads. She sailed from New York on the 10th instant.

I am, respectfully, etc.,

G. V. FOX,
Acting Secretary of Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, regarding the blockade off Wilmington.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 14, 1863.

SIR: Fill up with coal. Take in for the vessels on the blockade off Wilmington such ordnance supplies as Lieutenant-Commander Phenix may have to send and you can possibly carry, and such stores or other articles as Commander Totten may have to send and you can carry. There are some officers and men on board the *Western World* belonging to vessels on the blockade, whom you will take down. The enclosed letter for Captain Case, off New Inlet, requires that the *Cambridge* should be sent here for repairs if her condition is such that she can not await the expected return of the *Penobscot*, in about a month. If the *Cambridge* must leave, the *Victoria* or one of the other steamers can relieve her. When ready for sea you will proceed to the blockade off Wilmington, where you will be senior officer. Captain Sands will hand you the record of instructions received from me in regard to the conduct of the blockade, which you will keep up and pass to your successor. The pressure on Charleston will cause the steam blockade breakers to make for Wilmington and the adjacent inlets. Make every effort to capture them. Picket boats are of no account. The steamers must do picket duty and be so stationed as to intercept the blockade runners as they feel their way along the coast. As these steamers make the coast near Little River and Shallotte Inlet, there should be a smart steamer there. Great watchfulness will also be required to prevent a surprise by the ram. The *Sacramento* had better be off the Western Bar, as it is the most important entrance, and the *Dacotah*, having old boilers, had better be on the south side also. As soon as she is ready I shall send the tug *Violet* to report to you for such duty as you may assign on the south side of the reef. She, of course, is not capable of enduring so much exposure as the seagoing vessels, but may be useful on picket and other service where speed and light draft are desirable. If she does not suit for the service send her back.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, U. S. Navy,

Commanding U. S. S. Sacramento, Hampton Roads, Virginia.

P. S.—The schooner *Matthew Vassar*, off Little River, is liable to be picked up. The steamer had better be there and the schooner nearer support.

Report of Commander Parker, U. S. Navy, regarding the U. S. vessels Cambridge and Arletta.

U. S. S. CAMBRIDGE,
Beaufort, N. C., March 14, 1863.

SIR: Your letters of February 28 and March 4 have been received. In reply I have to state that it will be impossible to make such repairs at Beaufort as will enable the *Cambridge* to do further duty on the blockade, and I have orders from Captain Case, senior officer, to proceed at once to Hampton Roads and report to you.

I deeply regret that my decision to send the *Arletta* to Port Royal does not meet your approval. I acted upon the imperfect information which I received from Commander Murray. It was necessary for me to make the decision as the senior officer present, and I believed that more detriment would have accrued to Government in my failing so to do. The commanding officer of the *Arletta* also informed me that his vessel needed such repairs as could not be done at Beaufort, but readily so at Port Royal. I had likewise previously had an interview with Major-General Foster, commanding North Carolina forces, who informed me that there would be no immediate attack upon Wilmington, but one was expected on Charleston.

These are the reasons which decided me to order the commanding officer of the *Arletta* to report to Admiral Du Pont at Port Royal and to ask his permission to return to this station after delivering such ammunition as was required. Thus no material damage was likely to occur to this squadron by the temporary absence of the *Arletta*.

I regret that I am unable to inform you what ordnance stores the *Arletta* carried or had on board, but believe her original supply had not materially diminished.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Confederate attack upon Fort Anderson, North Carolina, March 13-14, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 19, 1863.

SIR: Commander Murray reports that on the night of the 13th the enemy made a slight attack on Fort Anderson (on the left bank of the Neuse), on the gunboat *Hunchback*, and a small armed schooner, in which attack the *Hunchback* was struck twice and the schooner once, without any material damage to the *Hunchback*, although the schooner was with difficulty kept afloat.

The attack was almost a surprise.

No other result is reported than that the enemy retreated and two light-draft vessels were sent up the river to harass them, etc.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Additional report of Acting Rear-Admiral Lee, U. S. Navy, transmitting further information.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 24, 1863.

SIR: In my No. 306 I spoke of the attack on Fort Anderson as being a slight one, as I inferred from the tenor of Commander Murray's report of the 14th and 15th instant (a copy of which is enclosed, marked A).

The public papers represent that Fort Anderson, opposite New Berne, was an unfinished earthwork, without any cannon mounted, and held by a regiment of volunteers, whose casualties on this occasion were one killed and two wounded; that the rebel attack was by bombardment and that no assault was made, although one was threatened.

A subsequent report of Commander Murray, dated March 17, received 23d, accompanied by a list of ammunition expended (copies of both of which are herewith enclosed, marked B), states that the fire of the *Hetzel*, Commander Davenport, was very accurate, and that after three discharges from her IX-inch gun the enemy's battery was silenced, and that one of the *Hetzel's* shells dismounted and broke a rifled Parrott gun and killed and wounded a number of the enemy. (Commander Murray thinks that one of the IX-inch shells from the *Hetzel* was probably one of the most destructive projectiles thrown during this war from either side.) From these last reports (B) it appears that the firing of the *Hetzel*, *Hunchback*, *Shawsheen*, and *Ceres* (particularly that of the *Hetzel*) was considerable and effective, protecting Fort Anderson and repulsing the enemy. But for the gunboats under Commander Murray, no doubt a serious assault would have been made on that fort.

Two hundred and fifty-seven projectiles were expended, of which fifty-four were IX-inch shells fired from the *Hetzel* and one hundred and twelve IX-inch shells from the *Hunchback*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. S. HETZEL,

New Berne, N. C., March 14, 1863.

SIR: We were attacked last night and this morning by the enemy in force. Last night it was picket fighting. This morning at early daylight the enemy unmasked batteries on our right, attacking the fort (Anderson) on the left of the Neuse and the gunboat *Hunchback* and an armed schooner, temporarily improvised to strengthen that position.

Lieutenant-Commander McCann replied with a well-directed fire, the schooner aiding.

There was then an interval of about an hour for the purpose of considering a demand the rebels had made for a surrender of the fort, but evidently to give them time to bring up more pieces, fourteen pieces in all, with which the attack was renewed.

The *Hunchback* was struck twice, without material damage to the vessel and none to the crew. The schooner was struck once, and is with difficulty kept afloat.

March 15, m[eridian].—There is no repetition of the attack. General Pettigrew * is said to have been at the head of the rebel forces, consisting of four brigades. They are now represented to be retreating. I have sent two light-draft vessels (one of them the *Lockwood*), at the request of the commanding general, to harass their rear on the Neuse, and if possible to cut them off at Street's Ferry, some 10 miles up the river.

The enemy are in two detachments. This movement will prevent them uniting within easy striking distance. The firing of the *Hunchback* and *Hetzel* was excellent, and the manner in which Lieutenant-

* Commanding brigade on left of Neuse River only. General Hill was in command. News from deserters.—[A. MURRAY.]

Commander McCann handled the battery which the enemy unmasked upon him in the morning was as gratifying to us and as creditable to him as it must have been mortifying and vexatious to the enemy.

In consequence of repairs going on upon the *Hetzel* (and *Shawsheen*, whose rudder has been unshipped), these vessels had to be towed to their positions with tugs.

The point assailed was unexpected and the attack almost a surprise.

I enclose herewith a rough sketch showing the position of batteries and gunboats.

Respectfully, your obedient servant,

A. MURRAY.

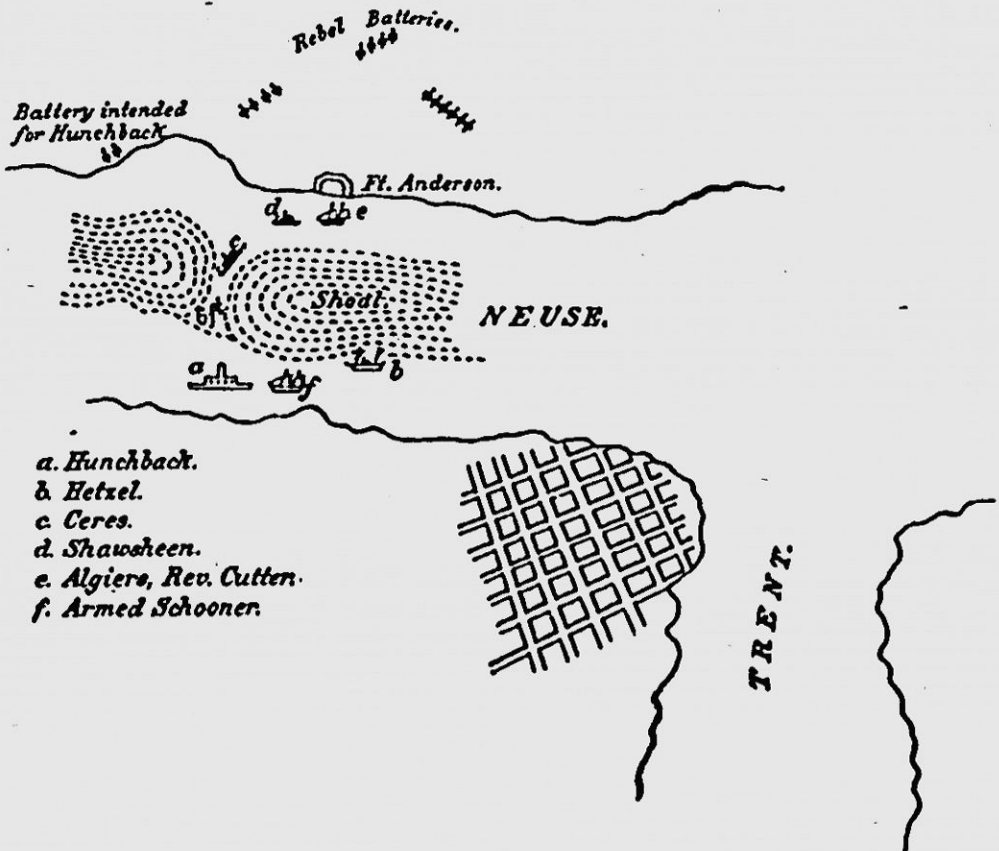
Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—No casualties on board gunboats.

[Subenclosure.]



Condition of things when the enemy commenced moving off about 11 o'clock, the *Ceres* (c) having just arrived.

[Enclosure B.]

U. S. S. HETZEL,

New Berne, N. C., March 17, 1863.

SIR: Referring to my letter of the 15th instant, reporting the action of the gunboats on the day previous, I feel it due to the *Hetzel* to call your particular attention to the accuracy of fire delivered from that ship. After three discharges from her IX-inch gun the enemy's battery was silenced.

In going over the ground occupied by their artillery it was found that one of the *Hetzel's* shells dismounted and broke a rifled Parrott gun and killed and wounded a number. Some were blown to pieces, as fragments of bones, clothes, etc., filled the ground. The army on this side of the river were "lookers on," unable to assist the besieged garrison, and I am gratified that the navy had such an opportunity to protect the army.

Respectfully, your obedient servant,

A. MURRAY,

Commander, Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

One of the IX-inch shells from the *Hetzel* was probably one of the most destructive projectiles thrown during this war from either side.

A. M.

[Subenclosure.]

Ammunition expended from the Hetzel and Hunchback March 14, New Berne.

Hetzel:	
IX-inch shell	54
32-pounder shell	8
Hunchback:	
100-pounder Parrott shell	9
IX-inch 10-[second] fuze shell	72
IX-inch 15-[second] fuze shell	40
8-inch Bormann fuze shell	4
Total	187
From Shawsheen and Ceres, not in action until late, say	70
Total	257

Very respectfully, your obedient servant,

A. MURRAY,

Commander, U. S. Navy.

NEW BERNE, N. C., *March 16, 1863.*

Letter from Commander Davenport, U. S. Navy, to Lieutenant-Colonel Anderson, U. S. Army, requesting information regarding the efficiency of the shells from the gunboats.

U. S. S. HETZEL,

New Berne, N. C., March 19, 1863.

DEAR SIR: Will you be good enough to let me know whether the shells from the gunboats, particularly this ship and the *Hunchback*, were of any service to you on the 14th instant; whether our shell fell short; what sort of shooting was done; did our shell explode anywhere near or endanger the occupants of the fort; what made the enemy leave; and whether the gunboats did not do all that could be expected from them, particularly when you take into consideration that my ship was without steam, in consequence of necessary repairs to her boilers, and the other had no rudder, both being compelled to be towed into action by tugboats? If you and Colonel Belknap will answer these interrogatories and give me your views, based upon your own observation and knowledge, you will much oblige,

Your obedient servant,

H. K. DAVENPORT,

Commander, U. S. Navy.

Lieutenant-Colonel ANDERSON, U. S. Army,

Commanding at Fort Anderson.

Letter from Lieutenant-Colonel Anderson, U. S. Army, to Commander Davenport, U. S. Navy, regarding the efficiency of the shells fired by the United States gunboats.

FORT ANDERSON,
New Berne, N. C., March 19, 1863.

DEAR SIR: In reply to your favor of to-day, asking for information in regard to the service performed by the flagship *Hetzel*, gunboat *Hunchback*, and others in repelling the enemy from this place on the morning of the 14th instant, I have the pleasure to inform you that I should have considered the result highly satisfactory had your vessels been in a more favorable condition for repelling an attack.

The first shots fired from your own vessel, and likewise those from the *Hunchback*, fell short, striking near our flanks, but sufficiently distant to do us no injury. One shot from the *Hunchback*, however, struck the bridge at the entrance way at the front of the left flank, dropping into the water in the ditch, but did not explode. During the engagement I watched with particular interest to see where your shot fell, and after a few shots could see them drop and explode immediately in the enemy's line and among their forces, they withdrawing at the same time in some haste beyond your range. I have since examined the ground upon which their batteries were placed and should judge that several shots fell so near their guns as to cause considerable loss of life. The Twenty-sixth Regiment North Carolina Volunteers were in line immediately in rear of the batteries, though not visible from the fort. Upon examining the ground where they lay, saw the evidence of several shells exploding near them, and have since learned that their loss in the regiment was some fifty in killed and wounded.

In the vicinity of the house in the rear and near their line of batteries I found several 60-pound shot [shell] which for some cause did not explode.

Your obedient servant,

HIRAM ANDERSON, Jr.,
Lieutenant-Colonel, Comdg. Ninety-second New York Volunteers.

Commander DAVENPORT, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting supplemental report of Commander Murray, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 2, 1863.

SIR: Enclosed (A) is a copy of a supplementary report from Commander Murray, dated March 20, 1863, regarding the naval engagement of the 14th ultimo at New Berne, reported to the Department in my Nos. 306 and 322, of the 19th and 24th, respectively.

I also forward enclosed (B) a copy of the notes of the action by the captain's clerk, sent me by Commander Murray.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. S. HETZEL,
New Berne, N. C., March 20, 1863.

SIR: In my report of the naval engagement of the 14th instant, I mentioned that it was unexpected, and a surprise.

I regretted afterward having so written, fearing I might imply carelessness to the army. I am now fully satisfied that nothing but an imperfect system of reconnoissance on the part of the army justified it.

Four days before the attack General Foster requested me to send all the light boats to aid the expedition to Hyde County. The enemy supposed all had gone, and made his first attack here. Fortunately the *Hunchback* and *Hetzel* were towers of strength. The *Hunchback* commanded the point and its approach, and the *Hetzel* enfiladed from below. I took the *Shawsheen* (whose rudder was unshipped) in tow with a tug into close quarters. I neglected also to mention the gallant manner in which the revenue schooner *Agassey* [*Agassiz*] took up her position at close quarters and opened fire in time to embarrass their retreat.

They left some ammunition and one gun (30-pounder Parrott) burst, or, as some think, broken by a IX-inch shell from *Hetzel*.

Respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure B.]

At early daylight irregular firing first called our attention to the fact that the fort was attacked and that a battery of two guns from a convenient point on the opposite bank had opened upon the *Hunchback* and schooner, who were replying at intervals. At a little before 6 o'clock the firing ceased, when signals from fort informed us that the enemy gave them thirty minutes in which to surrender. At half past 6 the battery about 250 yards from and to the right of the fort opened upon it, and those from the shore opened sharply upon the *Hunchback*, the *Hunchback* and schooner replying. The *Hunchback* went aground early in the a. m. The fire from the enemy was now very hot and lasted for half or three-quarters of an hour, when the *Hetzel* arrived in tow of a tug and threw IX-inch shell among them, causing them to withdraw immediately.

At twenty minutes to 8 were spoken by General Foster from shore and directed to continue our fire, as the enemy's infantry was there in force.

At eight minutes past 10, *Hunchback* got off; firing at this time from gunboats and our shore batteries being much less frequent and less regular.

Occasional firing was heard all the morning from over to the southwest of the town. At ten minutes past 11 the revenue cutter and *Shawsheen* had got up under battery. The *Cercs* arrived. Firing had now almost entirely ceased, and at half past 11 *Hetzel* and all regular firing ceased.

At ten minutes to 2 the *Shawsheen* sent out flag of truce and picked up rebel deserters.

Note by senior officer of navy: No movement of the army was made up to 5 p. m.; the enemy's rear was pursued by gunboats *Lockwood* and *Allison* 10 miles up Neuse River.

Report of Captain Ottinger, commanding U. S. revenue cutter *Forward*, regarding injuries sustained by the U. S. S. *Agassiz*.

NEW BERNE, N. O., *March 20, 1863.*

SIR: I respectfully enclose herewith a statement* of Lieutenant R. H. Travers, respecting the damage sustained by the revenue cutter *Agassiz*

* Not found.

while aiding in the repulse of the enemy when attacking Fort Anderson on the 14th instant, and ask your permission to have the repairs made at the navy shipyard.

I am, very respectfully, your obedient servant,
DOUGLASS OTTINGER,
Captain U. S. Revenue Cutter Forward.

Commander A. MURRAY,
Commanding U. S. Naval Forces in the Waters of North Carolina.

Letter from Commander Murray, U. S. Navy, to Captain Ottinger, commanding U. S. revenue cutter *Forward*, commending the services of the commanding officer of the steamer *Agassiz*.

U. S. S. HETZEL,
New Berne, March 16, 1863.

SIR: I desire to bear willing testimony to the efficient service rendered by Lieutenant Commanding Robert H. Travers, of the U. S. revenue cutter *Agassiz*, in the defense of Fort Anderson, attacked by the enemy on the 14th instant. The gallant part taken by that vessel was alike creditable to its commanding officer and serviceable in the repulse of the enemy.

Respectfully, etc.,

A. MURRAY,
Commander, Senior Officer, Sounds of North Carolina.
 Captain D. OTTINGER,
Commanding U. S. Revenue Cutter Forward, Beaufort, N. C.

Letter from Colonel Belknap, U. S. Army, to Commander Davenport, U. S. Navy, regarding the efficient cooperation of the latter.

HEADQUARTERS FIRST BRIGADE, WESSELLS' DIVISION,
New Berne, N. C., March 15, 1863.

COMMODORE: When, on the 14th of March, 1863, General Pettigrew, with 18 pieces of artillery and more than 3,000 men, made his furious assault upon Fort Anderson, an unfinished earthwork, garrisoned by 300 men of my command (the Ninety-second New York Volunteers), the capture or destruction of the brave little band seemed inevitable, but the gunboats under your command, the pride of loyal men and the terror of traitors, came promptly to the rescue.

Your well-directed fire drove the enemy from the field; covered the landing of the Eighty-fifth New York, sent to the relief of the garrison, and the repulse of the rebel army was complete.

Allow me, commodore, in the name of the officers and men of my command, to express my admiration of the promptitude and skill displayed by your command on that occasion.

The Army is proud of the Navy.

I remain, your most obedient servant,
 J. S. BELKNAP,
Colonel Eighty-fifth N. Y. Volunteers, Comdg. First Brigade.

Commodore [Commander] DAVENPORT,
New Berne, N. C.

Abstract Log of the U. S. S. Hunchback.

March 14, 1863.—At 5:30 a. m. heard the musketry and discovered the alarm signals burning from Camp Anderson, on the other side of the river. Immediately beat to quarters and prepared for action. At 5:45 a. m. the enemy opened on the camp. We discovered their position and immediately opened fire upon them. They then commenced to shell the *Hunchback* from two positions. One was up the river, distance about 2,200 yards. We succeeded in silencing the gun up the river in twenty minutes and the others in about an hour. Their distance was 1,750 yards. The enemy had 18 pieces of artillery. At 8 a. m. the *Hetzell* opened fire. We expended 104 shells from IX-inch gun, 12 shells from 100-pounder rifle; also 23 shells from rifle howitzer. Remarks: At 7:10 a. m., in turning the boat, she got aground, and the steamers *Phoenix* and *Massasoit* and tugboat *Alida* came to our assistance and towed us off. When getting the boat in good position we anchored at both ends. After the seventh fire from the 100-pounder rifle, the vent choked and the bolts of the breastwork were broken, preventing its further use. The fire was then kept up from the IX-inch shell guns and the rifle howitzer until the enemy retreated. We received two shots, doing no damage except to the woodwork.

Report of Brigadier-General James J. Pettigrew, C. S. Army.

HEADQUARTERS PETTIGREW'S BRIGADE,
Greenville, N. C., March 17, 1863.

GENERAL: The expedition intrusted to me having failed in accomplishing the hoped-for result, I submit the following statement of the causes:

* * * * *

In the afternoon, the enemy having received reenforcements, I thought he might sally out, so I drew up in line parallel to the fire of the gunboats, the right resting some three-quarters of a mile from the work. While in this position the enemy's scouts were perceived advancing, doubtless to discover our position, but they disappeared as soon as our skirmishers showed themselves. The shelling of the gunboats continued all day. The two rifled guns at Pettiford's Ferry replied, and I have every reason to think disabled one.

* * * * *

The loss of the enemy I have no means of ascertaining. Several boat loads of apparently dead or wounded men were sent over to New Berne.

Our casualties were caused by the bursting of the 20-pounder and by the shells from the gunboats. The fort did not return our fire at all. Including concussions and other trivial injuries they amount to 23, distributed as follows:

Killed	2
Seriously wounded (2 mortally, since died)	7
Slightly wounded	14
Total	23

* * * * *

Very respectfully, your obedient servant,

J. J. PETTIGREW,

Brigadier-General, Provisional Army Confederate States.

Major-General D. H. HILL,

Commanding Department of North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, concerning affairs in York River and the burning of a blockade runner in Milford Haven, March 14, 1863.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 17, 1863.

SIR: On the afternoon of the 12th instant I received by telegraph from Major-General Dix information that a cavalry force with sixty wagons were waiting in Mathews County for a cargo of merchandise to be smuggled to Richmond, which he thought a gunboat between Mobjack and the Piankatank might prevent.

I at once by telegraph directed Commander Creighton, commanding *Mahaska*, in York River, to proceed with the *Mahaska* to the locality indicated, where the steamer *Crusader* and schooner *Samuel Rotan* then were, and endeavor to capture the smugglers and to watch Mobjack well. I also sent the *Delaware* to the same locality.

Under dates of 14th and 15th instant Commander Creighton informs me that agreeably to orders he at once proceeded to cruise between the Piankatank and Mobjack, examining the latter especially, but saw nothing of vessels engaged in illegal traffic. In the Piankatank he heard that the rebels had a number of wagons at Gloucester Court-House and vicinity, but none at Mathews Court-House; that they came to obtain forage and provisions for the army and had 500 cavalry at Gloucester Court-House and 1,000 at Saluda Court-House and that their horses were in bad condition.

I so informed Major-General Dix.

Commander Creighton further informed me that on the p. m. of 14th three boats with thirty-six men left the *Crusader*, in charge of her commanding officer, Acting Master Andrews, and went into Milford Haven, where he found a schooner of about 50 tons, whose cargo had been removed by the rebels and which had run the blockade. Not being able to get her out they burned her. Commander Creighton thinks she entered the Piankatank on Thursday, the 12th instant, though the negroes say that she entered on Friday, the 13th instant.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Paymaster Spalding, U. S. Navy, to proceed with funds for the blockading vessels off Wilmington.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 15, 1863.

SIR: Report to Captain Boggs for a passage in the U. S. S. *Sacramento*. Take with you sufficient funds to supply the vessels on the blockade off Wilmington and in the sounds of North Carolina for the coming quarter. From the blockade you will proceed to Beaufort and thence to New Berne.

This is the present system of supplying the vessels: Those off Wilmington make timely requisitions for the forthcoming quarter for all their wants in all the departments of the vessels on the storekeeper at Beaufort. After these have been examined and approved by the senior officer off Western Bar or New Inlet, according to the position of the vessel, they are sent to the paymaster of the *William Badger*, who

compares the whole amount required with that on hand; makes triplicate requisitions for the deficiencies for my approval and transmission to the bureau, who will send the supplies from a Northern port. These requisitions of the paymaster should be sent here with duplicate returns, showing what is on hand, what is required, and what is deficient.

In like manner the vessels in the sounds are supplied at New Berne. To prevent want of supplies, the paymaster, acting as storekeeper at Beaufort and New Berne, must, by timely applications to the senior officers above referred to, make sure promptly to get the requisite information and require for timely supplies. Their requisitions must show at what times and in what quantities the supplies must be certainly delivered. The respective senior officers off the two entrances to Wilmington and in the sounds and the two storekeeper paymasters at Beaufort and New Berne will be responsible for any want of supplies which may occur, which they have ample authority and opportunity to prevent.

You are authorized, with the approval of the senior officer at New Berne, to provide such store room ashore at New Berne as may be necessary there. The senior naval officer present should arrange with General Foster for a proper [place].

Ascertain and report what, if any, additional arrangements are necessary and can be best made for keeping supplies of all sorts at Beaufort. Give a certified copy of this order to the three senior officers and the two paymasters above referred to for their information and guidance.

When through with this duty you will return here and report to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Paymaster R. C. SPALDING, U. S. Navy,
U. S. S. Minnesota.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, enjoining a strict watch for the return of the steamer Cornubia from Bermuda.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 16, 1863.

SIR: The Department, under date of the 14th, sends me the following extract from a dispatch dated the 19th ultimo, received by the Secretary of State from U. S. consul at Bermuda.

The steamer *Cornubia* arrived here at daylight this morning with 300 bales of cotton; reports having made the passage from Wilmington, N. C., in seventy-one hours. She is now discharging, and I am informed will return again with all possible dispatch.

Exercise all vigilance to prevent this. I have sent a copy of this letter to the senior officer off New Inlet, by which the blockade breakers probably escape from Wilmington by running along the coast under the batteries. The public papers report the capture by the *Quaker City*, off Wilmington, of the steamer *Douro*, having made her escape from that port on or about the 9th instant. Let each vessel keep a tide table on her deck board.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, U. S. Navy,
Commanding U. S. S. Sacramento, Hampton Roads, Virginia.

P. S.—The schooner *William Bacon* has some additional ordnance stores on board above her allowance. You will have these at once distributed to the best advantage among the vessels of the blockade.

S. P. LEE,
Acting Rear-Admiral.

P. S. No. 2.—I hear informally that the blockade has been evaded eleven times by steamers since December. The only one captured was by the *Quaker City* on her passage from Port Royal running out of Wilmington with cotton. By stationing at night one steamer as close in to the bar as practicable, and one steamer above and another below the entrance, both as near the coast as practicable, to intercept the blockade breakers who run along and close to the coast feeling their way, some of them should be captured. Picket boats and grouping the steamers is abandoning the power of the blockade. The method proposed requires great care, watchfulness, and judgment, and it is laborious, requiring the sacrifice of rest at night, which must therefore be taken by day.

S. P. LEE,
Acting Rear-Admiral.

Report of Commander Case, U. S. Navy, calling attention to the insufficient defenses of Beaufort, N. C., in case of an attack by Confederate ironclads.

U. S. S. IROQUOIS,
Off New Inlet, N. C., March 16, 1863.

SIR: I would respectfully call your attention to the insufficiency of the defenses of Beaufort, N. C., in case the rebels should succeed with their ironclads in destroying or driving the vessels from the blockade of Wilmington. It is but a short distance from this inlet, could be reached in a few hours, and I think easily taken by an active party with one or two ironclads to operate with.

There are contradictory statements about the ironclads of the enemy in Cape Fear River. We believe we have seen one, and the contrabands received on board the *Cambridge* on the 23d ultimo, and *Daylight* on the 10th instant, confirm that belief; but those received this day, say neither is finished, though work is advancing rapidly on both, and they expected to have them ready soon. Both were taken up the river to White Hall, a short distance above Wilmington, when an attack was expected on Fort Caswell a short time since.

I take for granted that both, if not ready now, will be soon, and, when ready, that active operations will be undertaken against the blockading vessels, which the weather at the approaching season of the year will permit almost any week, the water being generally smooth on either side of the shoals.

Should the operations be successful, the blockade, of course, would be raised and require a force, when resumed, sufficiently large to stop and warn off all vessels attempting to enter the inlet until the required notice of the renewal of the blockade could be officially given.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Urann, U. S. Navy, commanding U. S. brig Perry, to proceed to blockade duty off New Inlet.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 16, 1863.

SIR: Proceed with the U. S. brig *Perry* off Wilmington and report to Captain Case, commanding U. S. steam sloop *Iroquois*, off the New Inlet entrance, for such duty as he may assign you in maintaining a strict and rigid blockade in that vicinity. Captain Case will report your arrival to Captain Boggs, commanding U. S. steam sloop *Sacramento*, and senior officer on the blockade. If you have no coast pilot, the fleet captain will furnish you with one.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master W. D. URANN, U. S. Navy,
Commanding U. S. Brig Perry.

Report of Commander Murray, U. S. Navy, giving stations of vessels in the sounds of North Carolina.

U. S. S. HETZEL,
New Berne, N. O., March 16, 1863.

SIR: The following is the semimonthly report of the disposition of vessels in the sounds from the 1st to the 15th instant, inclusive:

March 1, *Lockwood* left on expedition to Pungo River.

March 3, *Shawsheen* arrived from Plymouth, N. O.

March 5, *Lockwood* returned from Pungo River and on same day left for Pungo again.

March 6, *Shawsheen* started for Plymouth.

March 7, *Brinker* proceeded to Hatteras Inlet to act as guard vessel, relieving *Miami*, recently ordered to Hampton Roads. *Ceres* arrived from Hampton Roads, having been delayed till this time by running aground at Royal Shoal.

March 8, *Ceres* left to join *Lockwood* at Pungo River.

March 10, *Shawsheen* returned from Plymouth.

March 11, *Seymour* returned from Plymouth.

March 12, *Seymour* started again for Plymouth.

March 14, The *Ceres* and *Lockwood* returned from Pungo River at about 11 a. m., and aided in shelling woods from which the attack of the 14th was made.

The *Hunchback*, the vessels at Washington, the *Commodore Perry*, *Southfield*, and the *Underwriter* have not left their stations.

The *Whitehead* is up the Roanoke on picket at Jamesville, about 10 miles above Plymouth.

Respectfully, your obedient servant,

A. MURRAY,

Commander, Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued to certain United States vessels.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 18, 1863.

SIR. I have this day sent the *General Putnam* to Baltimore in tow of the *Western World* to receive her new boiler, some repairs, and rifle-screening, the *Western World* to return immediately.

The *Sacramento* proceeded to sea yesterday morning. I have ordered her to proceed to the blockade off Cape Fear River, where she will be the senior ship.

She took down officers and men for the blockading vessels.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, forwarding information regarding the British steamer Plantagenet.

NAVY DEPARTMENT, March 19, 1863.

SIR: The following is an extract from a telegraphic dispatch, dated yesterday, received from the consul at Halifax by the Secretary of State:

British iron screw steamer *Plantagenet* arrived here last night from Liverpool. General cargo. Coaled and cleared to-day for New York. Circumstances create suspicion her destination is South. Clipper built, brig-rigged, blue smokestack, hull black, red bottom. House on quarter-deck. Bulwarks very high.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

[Telegram.]

FLAGSHIP MINNESOTA,
Newport News, March 19, 1863—10 a. m.

Florida just arrived from Port Royal. Dispatches go by mail to-day. No news.

S. P. LEE,
Acting Rear-Admiral.

Hon. G. WELLES,
Secretary Navy.

Report of Commander Case, U. S. Navy, of the escape of a schooner into Wilmington.

U. S. S. IROQUOIS,
Off New Inlet, North Carolina, March 19, 1863.

SIR: I have to report that a schooner took advantage of the north-east gale now blowing and the thick weather to run the blockade this morning. As the day broke we desiered her through the mist to the

northward and westward and close under the land. We got underway immediately, but before we could get fairly in motion she had crossed the bar and was inside.

The *Mount Vernon* was stationed inshore to the northward and westward of us, and had she been anywhere within 2 or 3 miles of the station assigned her could readily have cut the schooner off and captured or driven her on shore. But Acting Volunteer Lieutenant Trathen informs me he had been compelled to get underway on account of the weather, and had gone far to the northward and eastward. When the sail was first reported to me I thought it must be the *Mount Vernon* (in fact, until I saw the schooner's topmast above the trees really believed it was she), as it was in the direction of her station, and ordered our anchor to be weighed instead of slipped, though I am fully satisfied we should have gained nothing by doing the latter. The sea was heavy, ship rolling deep, wind fresh, the schooner close inshore, nearer the inlet than we were, and running rapidly for it with a free wind.

The officer of the deck (Ensign Stothard) thought he saw a steamer also near the bar or inside of it, but I think he was mistaken and took the tower building for one, more particularly as no steamer could be seen anywhere in the river a short time afterwards when it was lighter and objects more distinct. The tower has been repeatedly taken for a steamer in the gray of the morning and evening and so reported.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Commander and Senior Officer off New Inlet, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding preparations of the Confederates.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 20, 1863.

SIR: I am informed and believe that the *Merrimack 2d* is now below the obstructions with two other steamers, one of them the *Yorktown*.

Lieutenant-Colonel Ludlow informed me yesterday that the rebels are occupying and strengthening their deserted batteries on the right bank 1 mile below Point of Shoals light-house, which is about 15 miles above Newport News. The snowstorm of yesterday and to-day prevents my sending vessels to look after them.

Yesterday I asked General Dix if he could cooperate before Burnside's division leaves here. He replied that he had not troops to do so; that the enemy have 28,000 on the Blackwater.

The *Keokuk's* propeller is not cleared yet. The divers hope to succeed to-morrow, if the water is smooth. The gale makes the water rough. The *Sangamon* will be got ready as soon as possible.

The *Sangamon* goes, the *Keokuk* (disabled) and the *Galena* will compose all the ironclad force at this important point. This I consider is insufficient.

I have the honor to be, sir, very respectfully, yours.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, upon relieving Commander Murray, as senior officer in the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 20, 1863.

SIR: The detachment of this date of Commander Murray from the temporary duty assigned him in the sounds of North Carolina, under my order of December 2, 1862, leaves you as you were before his arrival, the senior officer there.

You will receive from Commander Murray either the originals, copies, or suitable extracts from all the orders I have issued to him concerning that portion of this blockading squadron in the sounds.

I wish you to have all such orders entered, according to date, in a squadron book of orders, which you will keep up ready to turn over to your successor, who will pursue the same course.

Let me have without delay a list of whatever is required to make the machine shop at Washington, N. C., available for squadron purposes.

Use your best efforts, when the iron is received, to have the vessels fitted with rifle screens, both for the great guns and small arms, and report results to me.

Great vigilance must be used at all [points] to prevent surprise, and every effort made to secure success in the event of an attack.

Great guns and small arms must be well exercised every day and target practice duly performed.

Each vessel must constantly keep a full watch on deck, and at sunset always clear ship and provide for action.

Always make a target practice of the necessary discharge of the small arms, which will be at short intervals; all of which you will duly provide for by orders to each vessel.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy,

Comdg. U. S. S. Hetzel, Senior Officer in Sounds, New Berne, N. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, giving result of a reconnoissance.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, March 21, 1863.

GENERAL: Reconnoissance to-day shows no occupation of the old rebel forts at Day's Point and Burwell's Bay, on the right bank of the James River.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, of collision between the U. S. S. Wyandotte and the bark Edisto, of Boston, March 21, 1863, forwarding papers in the case.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 27, 1863.

SIR: I enclose herewith the following named papers relating to a collision which occurred March 21, 1863, in Hampton Roads between the U. S. S. *Wyandotte* and the bark *Edisto*, of Boston, and regarding the claim presented by the master and agent of the *Edisto* for damages by detention for repairs:

A* and B,* letters from General Dix (April 15 and 16) and Acting Master William Wright, commanding the guard ship *Mystic* (April 17), explaining why and when the bark *Edisto* came into the roads.

C,* report of Acting Master Thomas Wright, commanding *Wyandotte* (March 22), regarding the collision and enclosing statements of witnesses.

D,* report of B. F. Flynn (March 22), master of bark *Edisto*, on the collision, asking to have his damages repaired and claiming \$50 per day demurrage for detention.

E,* report of survey held by my order (March 24) on bark *Edisto*, finding the *Wyandotte* to blame for the collision and estimating damages on the *Edisto* at \$140.

F,* copy of my letter of March 24 to master of the bark, offering to pay him \$140 or have his damages repaired at the navy yard.

G,* master of bark (March 25) accepts services of a tug to tow him to Norfolk navy yard for repairs.

H,* Commodore Livingston (April 4), Norfolk yard, reporting seven day's work on the *Edisto* at the yard, work finished April 2, 3 p. m.; expenditure on her amounting to \$230.

I,* master of bark (April 3), reporting damages repaired and bark ready to be towed to Hampton Roads.

K,* Letters from Captain Crosby (April 4), master of the bark (April 6), captain of tug *Cohasset*, (April 9), on the unnecessary detention of the bark at the navy yard, caused by her master till the evening of the 5th, when the U. S. tug *Cohasset* towed her to the roads.

L* and M,* reports of April 6 and 10, from the commanding officer of the guard ship *Mystic*, on the delay of the *Edisto* in the roads till the 7th of April, when an officer and boat's crew of the *Mystic* were sent on board and took her outside the blockade to within 2 miles of the light-ship.

N,* statement from master of bark *Edisto* (received April 7) of claim against Government for \$50 per day demurrage for illegal interruption of his voyage and for detention on account of collision from March 21 to April 7, and of \$22 for pilotage in and out of Hampton Roads, the whole amount claimed being \$822, to be paid as damages and demurrage to Messrs. Lombard & Co., of Boston, part owners and agents of the bark *Edisto*.

As I am required to express an opinion regarding all matters presented to the Department requiring action, I would respectfully state that the detention of the *Edisto* by the military authorities in these waters seems to have been one of the unavoidable incidents to a state of war; that the damages by collision with a United States vessel were repaired as promptly as practicable at the expense of Government; that there was an evident disposition on the part of the master of the *Edisto* to create unnecessary delays, thereby to increase the amount of

demurrage; that during the greater part of her stay the weather was unusually inclement; that Government never claims damages against private parties for injuries to public vessels frequently occasioned by the fault of private vessels.

I would therefore especially recommend that the claim contained in enclosure N be entirely disallowed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Capture of the British steamer Nicolai I, March 21, 1863.

Report of Captain Boggs, U. S. Navy, senior officer present.

U. S. S. SACRAMENTO,

Off Wilmington, N. C., March 22, 1863.

SIR: I have the honor to report that the English steamer *Nicolai I*, was captured on the morning of the 21st by the steamer *Victoria* and schooner *William Bacon* near Little River Inlet. She reports as having cleared from Nassau for Charleston, and was driven off that port by the squadron, and then started for Wilmington; all her papers were thrown overboard except her register.

Her cargo is said to be dry goods and munitions of war, and valued in London at about £100,000.

She being nearly out of coal, I have supplied her from this ship and ordered her to Beaufort to coal and thence proceed to Philadelphia or New York as the prize officer may find the weather suitable.

Respectfully, your obedient servant,

CHAS. S. BOGGS,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Commanding North Atlantic Blockading Squadron, Newport News.

Report of Acting Master Rogers, U. S. Navy, commanding U. S. schooner *William Bacon*.

U. S. SCHOONER WILLIAM BACON,

Off Little River, March 21, 1863.

SIR: Enclosed please find a report of the capture of the English steamer *Nicolai I* by the U. S. S. *Victoria* and the U. S. schooner *William Bacon*, and accompanied by a list of the officers and crew, with their rank and rate, on board of this vessel at the time of the capture. The capture took place as follows: On the morning of March 21, being thick and foggy, wind N. E., lying off Little River, in company with the U. S. S. *Victoria*, receiving water from her at the time. At about 9 o'clock a. m. a sail was discovered in under the land to the westward. Immediately the commander of the *Victoria* gave orders to heave up anchor and give chase, requesting me to accompany him with this vessel. I immediately slipped my chain and made sail and gave chase, and after about half an hour, the *Victoria* being in range, fired several shots, the *William Bacon* in meantime rapidly coming up. The strange sail immediately wore around and stood toward us, but did not strike his flag, and as we did not know but what there might be

some resistance, every man was at the guns ready for immediate action. A boat from the *Victoria* was lowered, manned, and armed, ready to proceed on board on coming up with the stranger. As both vessels ranged up alongside within a few hundred yards the boat boarded, and found it to be the English steamer *Nicolai I*, endeavoring to run the blockade. The steamer was taken charge of by the U. S. S. *Victoria* and convoyed up to the fleet, to report to the senior officer commanding on the station the above facts, all of which are respectfully submitted by

WM. P. ROGERS,
Acting Master, Commanding.

Captain CHAS. S. BOGGS, U. S. Navy,
Senior Officer, Commanding off Cape Fear.

Report of Acting Volunteer Lieutenant Hooker, U. S. Navy, commanding U. S. S. *Victoria*.

U. S. S. VICTORIA,
Off Cape Fear River, N. C., March 21, 1863.

SIR: I have the honor to report that at 8 o'clock this morning, while off Little River, N. C., in company with U. S. schooner *William Bacon* (the wind being N. E. and weather thick and rainy), a sail was discovered near the land below us. I immediately got under way in chase, directing the schooner to accompany me. The strange ship was soon made out to be a large side-wheel steamer, without masts, except a lower foremast, painted lead color, steering eastward along the land and in shoal water. As soon as my approach was discovered her course was altered, and she steered from me and off the land under a press of steam. I immediately opened fire upon her, and after some half-dozen shots, all of which struck in close proximity to her, she hoisted the English colors and rounded to. On boarding, she proved to be the English steamer *Nicolai I*, from Nassau, New Providence, for Charleston, S. C., with dry goods, arms, ammunition, etc. There were no papers except her register on board, the captain stating that he had thrown them all overboard. He also states that he attempted to enter Charleston on the night of the 19th, but was driven away, and that he was now trying for Little River or Wilmington.

Very respectfully, your obedient servant,

EDWARD HOOKER,
Actg. Volunteer Lieutenant, U. S. Navy, Comdg. U. S. S. Victoria.

Captain C. S. BOGGS, U. S. Navy,
Senior Officer off Cape Fear River.

Order of Captain Boggs, U. S. Navy, to Acting Volunteer Lieutenant Hooker, U. S. Navy.

U. S. S. SACRAMENTO,
Off Wilmington, N. C., March 21, 1863.

SIR: You will be particular and take out of the steamer *Nicolai I*, seized as a prize, all her engineers, firemen, and coal heavers. After the attempt to destroy the vessel I deem this absolutely necessary.

Respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain and Senior Officer Present.

Volunteer Lieutenant EDWARD HOOKER, U. S. Navy,
Commanding U. S. S. Victoria.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 30, 1863.

SIR: I have received reports, dated the 21st instant, from the commanding officers of the U. S. S. *Victoria* and schooner *William Bacon*, detailing the circumstances of the capture of the English steamer *Nicolai I*, from Nassau, New Providence, on the morning of the 21st instant.

The schooner was receiving water from the *Victoria* at Little River, N. C., the weather being thick and rainy, when a large steamer without masts was discovered under the land to the westward in shoal water. Both vessels at once got underway and gave chase. In about half an hour the *Victoria* got within range, and after half a dozen shots the stranger hoisted English colors, rounded to, and was at once boarded by a boat's crew from the *Victoria*. The captain stated that he had thrown overboard all her papers except the register, which was found; he also stated that he attempted to enter Charleston on the night of the 19th, but was driven away. She is said to be loaded with dry goods, arms, ammunition, etc.

I learn further from reports enclosed to me by Captain Boggs, commanding the *Sacramento*, under date of March 21, that Acting Master Alfred Everson, of the *Victoria*, on taking possession of the prize, found the crew excited by liquor and destroying the cargo, and on going below discovered one of the firemen of the *Nicolai I* in the act of throwing a keg of powder into the furnace. After having been twice ordered to halt Mr. Everson discharged his pistol at him, the shot taking effect in the man's thigh. He was sent to the hospital at Beaufort, and is reported by the surgeon as doing well and only likely to be confined for a short time.

The *Nicolai I* left Beaufort, whither she had been sent for coal, on the 26th instant for New York.

I informed the Department in my No. 340, of the 28th instant, that twenty-six of the original crew of the prize arrived here in the *Massachusetts* and were sent by me in her to Philadelphia with a letter of advice to the commandant. Two of these were detained here by me for examination. One, Henry Powell, alias Frederick Gardner, says he is from Wilmington and a citizen of New York. He is now held as prisoner on board the *Brandywine*, and I shall send him to Washington by first opportunity to be locked up. The other, Emanuel Roberts, a negro, who says he is from Nassau, I shall discharge here.

Enclosed is the crew list of the schooner *William Bacon* present at the capture. It was enclosed in the report sent to me. I request the Department to give it the proper direction.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Lieutenant-Commander Flussler, U. S. Navy, to Commander Murray, U. S. Navy, regarding general affairs.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., March 21, 1863.

MY DEAR MURRAY: The *Escort*, which arrived here last night, left this morning unexpectedly to me, or I should have written by her. I

received a letter to-day from Wells. His vessel is broken down in Croatan Sound. I sent him to tow up the coal schooner *Eagle*. *Eagle* not yet arrived, and blowing too heavy for last two days to send a steamer after her. I fear she is aground below Roanoke Island. Would it not be well to have the *Seymour* towed through the canal by the *Emily*? Why do you not send up the *Ceres*? Five Virginia and two North Carolina regiments are reported about 4 miles from the town, with two batteries and some cavalry, under the command of General Garnett. We can see their camp fires. They must suffer very much from the heavy rains which have been falling for three days.

A "reliable contraband," who says he deserted from the enemy to-day and who represents himself as an officer's servant, declares that he has heard of no boat building up this river; that he does not believe there is one there; that one was some time since under construction at Tarboro, but that work on her has been discontinued, etc. I fear the "reliable contraband" was sent in by Messieurs les Secesh. I do not think anyone can outlie a North Carolina white, unless he be a North Carolina negro.

22d.—General Foster arrived this morning.

Remember me to Davenport, McCann, and other army and navy friends. Tell Colonel Hoffman I thank him for seeing the ladies off.

Yours, sincerely,

C. W. FLUSSER.

Commander A. MURRAY, etc.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, to proceed to duty as senior officer in York River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 23, 1863.

SIR: Proceed with the U. S. S. *Commodore Morris*, under your command, to Yorktown, Va., where you will relieve the *Mahaska* and act as senior officer to maintain the blockade of the coast of Virginia from the Piankatank to Fortress Monroe and prevent all smuggling in the bays, inlets, and creeks of that coast. Commander Creighton, commanding the *Mahaska*, to whom you will deliver the enclosed letter, will hand over to you the originals or copies of all instructions I have issued to him or to his predecessor on the conduct of affairs in York River and vicinity. You will cause these and such as you may hereafter receive to be entered in a squadron book of orders to be handed over to your successor. Obtain from Commander Creighton all necessary information regarding the position of affairs. Keep an efficient gunboat stationed at Yorktown at all times in such position as to enfilade the approaches to that town, and report promptly to me all occurrences of interest. Immediately on your arrival you will put yourself in communication with the general commanding the post, and at all times render him such reasonable assistance as you can consistently with your main duties of protecting Yorktown and preserving inviolate the blockade above indicated.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,
Commanding U. S. S. Commodore Morris, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Reynolds, U. S. Navy, to proceed to Washington, towing two prize sloops.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 23, 1863.

SIR: Proceed to Washington, towing the two prize sloops *J. C. McCabe* and (name unknown), and after having given the prize masters such facilities as you can in assisting them to transfer the prizes and the parties and goods taken on board to the care of the district attorney, you will return at once, bringing with you the marine guard which will accompany you to take charge of the prisoners. You will stop on your way at Yorktown and deliver to Commander Creighton the enclosed letter and receive on board such parties and papers as he may send to you, disposing of them after your arrival at the Washington navy yard as he may direct.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Acting Master SILAS REYNOLDS, U. S. Navy,
Commanding Philadelphia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Creighton, U. S. Navy, regarding parties and papers captured on the blockade runner General Taylor.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 23, 1863.

SIR: If you have not already sent the parties captured on board the *General Taylor* to Washington or New York under my instructions to you of March 19, you will put them on board the *Philadelphia*, in charge of the marine guard there, with the full explanatory letter to the commandant of the navy yard as required in my letter of March 19, giving Acting Master Reynolds proper instructions about the disposition of the prisoners.

In enclosing to the Navy Department the letters and papers found in the possession of the prisoners, you will suggest to the Department that they will be needed as evidence at the prize court at Philadelphia to condemn the prize, and in the letter to the district attorney at Philadelphia you will inform him of the disposition you have made of the letters in question and the date of the report to the Department enclosing them.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander J. B. CREIGHTON, U. S. Navy,
Commanding U. S. S. *Mahaska*, off Yorktown, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bankhead, U. S. Navy, to proceed to blockade duty off New Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 23, 1863.

SIR: Proceed with the U. S. S. *Florida* under your command to the blockade off New Inlet, where you will report in person to Captain Case, commanding U. S. S. *Iroquois*, and by letter to Captain Boggs,

commanding U. S. S. *Sacramento*, off Cape Fear River Inlet, for duty in assisting to maintain a strict and rigid blockade of New Inlet and vicinity. The threatened movement on Charleston has greatly increased the importance of Wilmington as a point for the operations of blockade runners, and the most active and vigilant efforts are necessary to keep inviolate the blockade of that port and the neighboring inlets. The especial importance at this time of intercepting rebel supplies from foreign ports and the exportation of Southern products with which the enemy maintains his credit abroad and purchases his supplies can not be exaggerated, and I expect you to do everything in your power to aid in this important work.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander J. P. BANKHEAD, U. S. Navy,
Commanding U. S. S. Florida, Newport News, Va.

Report of Captain Case, U. S. Navy, making additional explanation regarding his temporary absence from the blockade.

U. S. S. IROQUOIS,

Beaufort Harbor, North Carolina, March 23, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant and copy of one from the Navy Department of the 6th instant, in relation to the escape of a steamer which attempted to enter New Inlet on the 25th ultimo, and calling for additional explanations.

* * * * *

It can scarcely be said, I think, that I was absent from the station on the occasion, as the ship was at no time more than 10 miles from the inlet. A corpse was on board, which had to be disposed of. I did not think it right to throw it overboard in 8 fathoms water and directly on the anchoring ground of the vessels, so went outside some 4 or 5 miles and dropped it in 11 fathoms.

I should like to be instructed as to how I am to act should we be so unfortunate as to lose another man when off New Inlet.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Captain Sands, U. S. Navy, giving information obtained from contrabands regarding Confederate operations.

U. S. S. DACOTAH,

Off Cape Fear River, North Carolina, March 23, 1863.

SIR: I have to report that just before getting underway from my night station at daylight this morning three free negro men came on board, having escaped from Smithville and passed Fort Caswell in the dark. One had been captured by rebel pickets at Suffolk, Va., and brought here a prisoner.

They bring information of the commencement of a battery at Smithville, just above the site of old Fort Johnston, and that the rebel ram

which appeared outside of New Inlet some weeks since returned because she could not stand the sea. Also, that there are three Whitworth guns (or, as they call them, "the little guns that shoot so far") mounted at Fort Caswell. I had supposed four when I drew their fire on the morning of the 23d February last.

Respectfully, your obedient servant,

B. F. SANDS,
Captain, U. S. Navy.

Captain CHAS. S. BOGGS,
Comdg. U. S. S. Sacramento, Senior Officer off Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued to certain vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 21, 1863.

SIR: The U. S. S. *Florida* proceeded to the blockade off Wilmington this morning.

I have to-day sent the U. S. S. *Commodore Morris* to relieve the *Mahaska* at Yorktown, and directed the latter, preparatory to joining the Western Gulf Blockading Squadron, to proceed to Baltimore to have her guards raised, under the Department's telegraphic order of yesterday.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Captain Boggs, U. S. Navy, requesting instructions regarding the disposition of persons captured in prizes.

U. S. S. SACRAMENTO,
Off Wilmington, N. C., March 21, 1863.

SIR: I respectfully request instructions as to what disposition shall be made of persons taken out of vessels seized as a prize for violating the blockade. To send them North in the vessel would require a much larger prize crew than the exigency of the fleet will permit. They are generally a daring set of men, and the compensation to them would be the strongest inducement to attempt a recapture.

I also request instructions as to what disposition shall be made of the contrabands that may escape to the fleet. Some have come off and many more may be expected, both women and children. Are we obliged by any law or regulation to receive all contrabands that may ask asylum? I am aware that a law imposes a penalty on any officer who shall return or give up any contrabands.

Respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. S. Mount Vernon, of the capture of the British schooner Mary Jane.

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, March 24, 1863.

SIR: I have the honor to report that at 7:10 this morning I discovered a schooner within 100 yards of the beach, standing directly for New Inlet under all sail. We immediately stood in chase under a full head of steam. The schooner persisting in standing for New Inlet, had by this time got within gunshot of Fort Fisher, which fired seven shots, all falling in close proximity to the schooner. At 7:30, having run to within 100 yards of the schooner, stopped the engine and sent two boats well armed under command of Acting Master William T. Buck and Acting Ensign F. M. Paine, who boarded and took possession of her. We then backed up and took her in tow, towing her off into deeper water, the U. S. S. *State of Georgia* acting in concert.

On boarding, she was discovered to be the English schooner *Mary Jane*, of Halifax, Frazer, master, from Nassau, New Providence, and purporting to [be] bound to Halifax, with a cargo of salt, soap, flour, etc. Besides these articles he has on board a quantity of coffee and a keg of whisky, not on his manifest.

In view of these circumstances I have, with the advice and consent of the senior officer, sent the schooner *Mary Jane*, together with Captain Frazer and his mate, to the port of New York for adjudication, in charge of Acting Master's Mate George C. Kellogg.

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

JAMES TRATHEN,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

Report of Captain Boggs, U. S. Navy, giving information obtained from one of the crew of the prize steamer Nicolai I.

U. S. S. SACRAMENTO,
Off Wilmington, N. C., March 25, 1863.

SIR: One of the crew of the *Nicolai I*, Henry Powell, says he has run the blockade of this port twelve times. A steamer commanded by Ex-Lieutenant Wilkinson makes monthly trips between Wilmington and Nassau; Ex-Commander [Lieutenant Washington] Gwathmey commands Fort Caswell. The steamers that run the blockade are very light draft, not over 8 or 9 feet; they run close along the edge of the surf and are hid from us by the dark background.

He is willing to take the oath of allegiance and become a pilot. He understands the rebel signals, and with proper small steamers thinks the blockade runners can easily be captured. To close this port effectually and make prizes, you must send down at least two fast low-pressure propellers.

Respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

P. S.—I send Henry Powell up to you by the *Massachusetts*. You may obtain some valuable information from him.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, Commanding U. S. S. Mount Vernon, of the capture of the schooner Rising Dawn.

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, March 25, 1863.

SIR: At 6.30 a. m. this day discovered a strange sail bearing E. by S. I made signal No. 503 to the U. S. S. *State of Georgia*, and was signalized by her to start in chase. At 6.35 started ahead under a full head of steam. At 6.45 made the strange sail to be a schooner standing N. N. W., and from time to time altering his course from N. N. W. to W. N. W. At 6.50 fired a shot from the pivot gun across the bows of the schooner, but she still persisted in standing inshore. At 7.15, having got to within musket shot of the schooner, fired two more shots across his bows, but he still kept on his course, and at 7.25, being within hail, told the captain that if he did not heave to we would sink him. He replied, "Sink away and be damned to you," but the men complied with the order to heave to, in defiance of the captain's threats and menaces.

I then sent a boat under command of Acting Master William T. Buck, who, on boarding her, discovered that besides the captain, mate, and crew of five men, there were also on board a man, a lady, and seven small children, two of them apparently very sick. These persons informed him that they had taken passage on the schooner from Key West, supposing her bound to New York. They have been very harshly treated by the officers of the schooner, and have been kept on an allowance of food, but whether this was a matter of necessity or not, they are unaware, as at one time the captain would inform them that there were plenty of provisions on board and again he would tell them that there was a scarcity. They have implored him from time to time to run in for some of the fleets, and if he was short of provisions they would supply him. At 8 o'clock last evening he informed them that he was going to square away for New York, and accordingly kept inshore. When captured this morning, she was steering directly for New Topsail Inlet, that bearing N. N. W., distant 3 miles, and although purporting to be bound for New York, and having a fair wind (S. W.), he had hauled on a wind and persisted in standing for an enemy's coast. He told the people on board that he was near New York and was going in, making all sail for that purpose.

The schooner is the *Rising Dawn*, of Prince Edward Island, from Key West, and purporting to be bound to New York, and on examining the papers it appears that he was taken by the U. S. S. *Octorara*, and sent to Key West for adjudication, but was released on giving bonds. She was originally from Nassau, New Providence, and has on board 2,600 bushels of salt and 11 bales of gunny cloth.

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

JAMES TRATHEN,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Commander JAS. F. ARMSTRONG, U. S. Navy,
Comdg. U. S. S. State of Georgia, Senior Officer off New Inlet, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding boarding returns and list of violations of the blockade in the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 25, 1863.

SIR: In forwarding the enclosed boarding returns from Washington, N. C., for the weeks ending February 8, 15, 22, and March 1, I have

thought it proper to accompany them with a copy of my blockading instructions to the senior officer in the sounds, dated December 2, 1862, which instructions have since been illustrated and explained by me in frequent letters to him, all of which have been based on the instructions and decisions received by me from time to time from the Department, regarding the maintenance of a proper blockade.

From the enclosed returns it will be perceived that, contrary to the letter and intention of these blockading instructions, the following violations of the blockade have been allowed in the sounds:

(1) February 1, Government transport steamer *Eagle*, from New Berne to Washington, with army goods, consigned to quartermaster, and also with West India and dry goods for traffic, ordered to be passed by Commander Murray.

(2) February 2, schooner *Martha H. Styron*, of 48 tons, allowed to pass into Washington by the senior officer there, with cargo of sutler's stores. The manifest (endorsed by Commander Murray, with instructions to the senior officer at Washington to pass such goods as are not contraband of war) includes snuff, wine, dry goods, and hoop skirts.

(3) February 3, sloop *Pine*, of about 40 tons, with a mixed cargo, composed principally of women's goods, family groceries, men's furnishing goods, and crockery, was permitted to enter Washington under a certificate from the headquarters of Major-General Foster that the cargo was for the use of the officers and soldiers of that post, "to be held or sold" subject to the order of the commanding officer, the certificate being endorsed by Commander Murray with the following: "You will please recognize this as General Foster's order and of course a military necessity."

(4) February 10, steamer *Massasoit* allowed to enter Washington with army and quartermaster's stores under proper permits, and also with several lots of goods comprising principally men's and women's furnishing goods, and groceries, accompanied by a permit from Governor Stanly and General Palmer "to sell by permission of the military authorities," and endorsed with the following by Commander Murray: "This is all wrong (I find her cargo to consist principally of shoes) and contrary to existing blockade; but I allowed her to pass, first, because these goods might as well be in Washington as New Berne; second, I am not disposed at present to make an issue with the military governor and commanding general."

(5) February 23, schooner *S. H. Samples*, of 50 tons, with cargo of tar and cotton, from Washington to Beaufort, under permit from Commander Murray.

(6) February 25, schooner boat *Ida*, of 25 tons, passed out of Washington with a small lot of domestic produce, under authority of Commander Murray.

I do not recognize allowing trade in the waters of North Carolina under the plea of military necessity, no special permit having been given by the President for the purpose as at Norfolk.

But sutler's supplies, certified by the commanding general or those authorized by him to act, as necessary for the army, are allowed to pass.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

The evading of blockade and the traffic permitted is wrong, and should not be respected.

W [ELLES].

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding preparation of vessels by the Department.

NAVY DEPARTMENT, March 26, 1863.

Now that we have done all we can for Du Pont, let us go over the ground of Wilmington. The *Roanoke*, as you have been advised, is promised April 20; the *Lehigh* certainly in three weeks, and part of the ironclads from Du Pont. The rafts are being made, and six extra decks of timber and iron for the monitors to render them proof against a plunging fire. Three light-draft fast steamers for shore work on the blockade, as you suggested, have been bought and will be fitted with a very light battery, so as not to interfere with their speed. If you can get a more full account of the obstructions and send me sketches, I think we can get up a more extensive affair to blow them up. The Bureau of Ordnance has been directed to have all your requisitions in Beaufort by April 20. You know the means used on the seacoast for projecting a line on board a stranded vessel by means of a bomb and chain. Would it not be worth an experiment with a small charge of powder in the XV-inch gun to shoot out a grapnel to be hauled in and disconnect the connecting wires of torpedoes. I hope Boggs and Bankhead will pick up some of those English steamers that seem to have selected Wilmington. They seem to use New Inlet. The more certain information you can give us about the obstructions and their character, the more shall we be enabled to construct means to remove them. We must have the entrance of that port, and I think you can do it. Colonel Delafield says that none of the masonry of our forts will stand the XV-inch guns.

Do you propose to keep Murray permanently in the sounds in command? If so, perhaps it would be delicate to Davenport, who has been in command, to give him the option of leaving if he wishes.

G. V. FOX.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to senior officers, regarding the legal disposition of prizes.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 26, 1863.

SIR: Much embarrassment is occasioned by the practice of sending prize vessels to Beaufort, having them condemned there as unseaworthy, and sending their cargoes separately to a Northern port, thereby probably causing a double process of adjudication and expenses, as it is necessary that the vessels themselves should, if practicable, be afterwards sent to a Northern port to be legally disposed of. It would seem that a vessel which could cross the Gulf Stream safely in the

winter season to the coast of North Carolina, taking all the chances of the weather and hazards of the blockade, might also with safety, choosing weather, continue the voyage along the coast to a Northern port. I desire [that] you will, during the approaching milder season, and as soon as practicable, cause the captors to send their prize vessels, now lying at Beaufort, condemned as unseaworthy, to the Northern ports to which their cargoes have already been respectively sent for adjudication, each in charge of a prize master and crew proper, to be used as witnesses of the capture, and accompanied by proper papers referring to those already sent with their cargoes. Report to me when this is done. Instruct each commanding officer on this subject for his future guidance.

Respectfully yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, U. S. Navy,
Commanding Sacramento.

(Same to Captain A. L. Case, U. S. Navy, commanding *Iroquois*.)

Report of Captain Case, U. S. Navy, referring to the escape of the steamer Cornubia.

U. S. STEAM SLOOP IROQUOIS,
Beaufort Harbor, N. C., March 26, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, with a copy of your letter to Captain Boggs, of same date, in reference to the steamer *Cornubia*.

It is quite possible the *Cornubia* escaped via New Inlet, though from the information I obtained from a contraband taken from the *Mount Vernon* on the 16th instant, and who has been in the habit of going in the pilot boats, I think it is quite probable she went the other way. He states that most have gone in of late at New Inlet and out the Fort Caswell way.

According to his statement, the *Cornubia* arrived off the Big Hill, some 12 miles N. E. of New Inlet, at 9 a. m. of the 2d instant, and was ordered in the afternoon by Major Lamb, commandant of Fort Fisher, to be prepared to run in as soon as he could return to the fort and get his guns ready. She was run very close along the breakers by Jim Burroughs (a pilot living on the beach), who reported she ran 5 miles in twenty minutes. Another pilot came with her from Nassau.

This was the two-pipe, paddle-wheel steamer which passed us on that date, as reported in my Number 36.

The *Cornubia* and the *Giraffe*, the contraband states, have been quite often in and out of Wilmington. "They went to Charleston until the steamers got too thick there." I hope we may yet have success in stopping them. Vessels farther from the inlet than we usually are will have the best chance. Where we lay, and where some vessels always should be, it is a dash with them, if seen, and they are soon under the batteries; if not seen, the result is of course the same. When going out, of a dark night, it is pretty much the same thing; the ground is clear for their light draft, and they have pilots who know every inch of it. Such vessels as this are visible long before we can see them, and they come, after seeing us, with a full head of steam and are by us and away in a jiffy.

The officers are anxious, the men are anxious, all keep a sharp lookout, and I do not spare myself. There is but little rest for a blockader, night or day; he must be wide awake and always ready, for, independent of any desire he may have to serve his country, his reputation, life, interest, and all are at stake—reasons sufficient, one would suppose, to make him vigilant.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Letter from Commodore Adams, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, regarding his efforts to procure vessels for the shipment of coal.

PHILADELPHIA, March 27, 1863.

SIR: Agreeably to instructions from the Bureau of Equipment and Recruiting, I have been endeavoring to procure vessels to carry coal to Cape Fear for the supply of your squadron. I have not yet been able to find any captain willing to go there on any terms. They allege that the anchorage is exposed and rough, and say their vessels would be knocked to pieces in discharging alongside. They do not seem to be aware of the danger from the rams in Cape Fear River. I think they probably overrate the risk to their vessels, and would be pleased to learn from you what assurances I can give them about only being unloaded when the water is smooth, repairs of injuries, etc. But after all, from present indications, I fear it will be difficult to persuade any of them to go there, in which case I shall keep up the supply at Beaufort, as heretofore.

Very respectfully, your obedient servant,

H. A. ADAMS,

Superintendent Coal Shipments for the Navy.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Bennett, U. S. Navy, commanding U. S. S. Violet, to proceed to blockade duty off Cape Fear River.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 27, 1863.

SIR: Choose favorable weather to proceed with the U. S. tug *Violet* off Cape Fear River Inlet, Wilmington, N. C., where you will report to Captain Boggs, commanding U. S. S. *Sacramento*, for such duty as you can perform on the blockade off Cape Fear River. Your accounts will be transferred to the storeship *William Badger*, at Beaufort, N. C.

Replenish your coal at Beaufort on your way down, but make no unnecessary delay there. Use all practicable dispatch.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Ensign J. W. BENNETT, U. S. Navy,

Commanding U. S. Tug Violet, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of proposed instructions regarding the disposition of refugees and crews and passengers of prize vessels.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 28, 1863.

SIR: I enclose herewith a copy of instructions I propose, with the approbation of the Department, to send to the senior officer on the blockade off Wilmington.

They regard the disposition of fugitives—white, free, and slaves—from the insurrectionary region to the blockading vessels, and of such of the crews captured in prize vessels as may be transferred from such prizes, to insure against recapture when sent North for adjudication.

It is the intention of the within to supply blockading officers with definite information in these matters, of which they stand greatly in need and for which they frequently ask.

I hope that the Department will favor me with an early reply.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

P. S.—Officers and crews captured in blockade breakers are now conveyed North and discharged, except those who are needed at the trial or those who are known to be citizens of the United States. This is putting them, their pilots, etc., on their way to run the blockade again. If it be allowable under public law, it would be well to detain, except in doubtful cases, all persons found on board captured vessels until after trial, and then, if they are convicted, to lock them up until the war is over.

S. P. LEE,
Acting Rear-Admiral.

[Endorsement.]

Instructions will require to be modified so far as relates to landing deserters in enemy's country.

W[ELLES].

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 28, 1863.

SIR: In reply to your communication of March 24, received this day by the *Massachusetts*, you are informed, and will communicate this information to the commanding officers of the blockading force off Wilmington, that all white and free colored persons from the insurrectionary region, taking refuge on board any of the blockading vessels, will, as soon after being so received as practicable, be landed again at any safe point along the coast; in order to avoid the possibility of making our blockading vessels convenient vehicles to assist in conveying such persons to places where they can operate as rebel agents or spies or as pilots, or otherwise aid in attempts to violate the blockade.

With regard to contrabands, however, all such as may ask asylum will be received according to law, and taken as soon as practicable to Beaufort, where they will be put in charge of the military authorities.

That part of the crew of any captured vessel that can not safely be sent North with the prize, and who are known, or for good and sufficient reasons suspected, to be citizens of the United States, will be

sent North by the first safe opportunity, consigned to the care of the commandant of the navy yard to which the vessel conveying them may be bound, to be locked up; they must be accompanied by a letter to such commandant, stating all the facts and the proof concerning the citizenship in each case. You will send a duplicate and triplicate of this letter to me.

Those against whom no such proof or suspicion is entertained will be released from the blockading vessels as soon as practicable.

These instructions will be communicated by me to Captain Case for his guidance with regard to the vessels off New Inlet and the coast to the northward.

You will please number your communications to me.

Respectfully, yours, .

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, U. S. Navy,

Comdg. U. S. S. Sacramento, Senior Officer off Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival and disposition of the sick from the vessels off Wilmington.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 28, 1863.

SIR: The U. S. supply steamer *Massachusetts* arrived here this morning with sick from the vessels off Wilmington and the hospital at Beaufort. They have been transferred to the hospital at Portsmouth, Va., also with 4 men of the crew captured in the prize brig *Minna*, 26 from that of the prize steamer *Nicolai I*, and 3 from the prize schooner *Mary Jane*, whom I have sent by the *Massachusetts* to Commodore Stribling at Philadelphia, to be properly disposed of, and also 5 contrabands and 3 free negroes, lately escaped to the blockading vessels off Wilmington,

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, to designate the port for adjudication in sending prizes north.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 28, 1863.

SIR: I have this day by the *Massachusetts* received your report of the 22d instant, conveying the agreeable information of the capture of the *Nicolai I* by the *Victoria* and *William Bacon* on the morning of the 21st instant. It was preferable to send the reports of the capture direct by the *Massachusetts*, if practicable, rather than to intrust them to slow and uncertain carriage of the mail from Beaufort. On the 5th instant I informed Captains Sands and Case that I had been advised at the Navy Department to send prizes to Boston, where, I am informed, the process of adjudication is attended by fewer delays and less costs than in other districts. I regret that the *Nicolai I* was not so sent, and that, being a steamer capable of making a voyage across

the Atlantic, the port of adjudication was left to the discretion of the prize master. You will in future in similar cases designate the port to which the prize is to be sent, and, for the reason above specified, it is for the present desirable that the port in question should be Boston. I have sent a copy of this to Captain Case.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, U. S. Navy,

Commanding U. S. S. Sacramento, off Wilmington, N. C.

Report of Captain Case, U. S. Navy, of the arrival off New Inlet, North Carolina, of the U. S. vessels Perry and Florida.

U. S. S. IROQUOIS,

Off New Inlet, North Carolina, March 28, 1863.

SIR: I have the honor to report that the [brig] *Perry* arrived this morning and is now beating up toward this vessel.

The *Florida* has just been obliged to change her anchorage, shot being thrown alongside and beyond her from the forts. She arrived off here on the 25th instant.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Ensign Bennett, U. S. Navy, commanding U. S. S. Violet, of the return of that vessel in distress to Hampton Roads.

U. S. S. VIOLET,

Old Point Comfort, Va., March 29, 1863.

ADMIRAL: I regret to inform you that I have been compelled to return to this place in distress. Please peruse the accompanying reports.

I arrived off Hatteras Shoals last evening about 3 o'clock, and after using my utmost exertions to cross to the southward of them (during a severe gale from the southeast coast, with a very high sea running, which strained the vessel so badly, causing her to spring a leak), I wore round about 5:30 p. m., and after a severe night returned here this day at 1 p. m.

The vessel (although the waves made a complete breach over her) behaved nobly. She never could have weathered the storm had she been of an ordinary class. We are still leaking, and the crew have to bail her as the pump (connected with the donkey engine) has given entirely out.

I respectfully await your further orders. The vessel must be thoroughly calked and made seaworthy ere it will be safe again to proceed.

I have the honor to remain, admiral, very respectfully, your obedient servant,

JOHN W. BENNETT,

Acting Ensign, Commanding.

[Acting Rear-Admiral S. P. LEE.]

Report of Captain Boggs, U. S. Navy, regarding the value of tugs for increasing the efficiency of the blockade.

U. S. S. SACRAMENTO,
Off Wilmington, N. C., March 29, 1863.

SIR: I am anxiously looking for the arrival of the tug *Violet*. Two such vessels, one east and the other west of the shoals, will render the blockade more efficient. The blockade runners, with their light draft and stripped of their spars, can run so close in along the very edge of the surf that we can not see them in consequence of not being able to go close inshore. While they are hid by the dark background, they can see our vessels looming up against the clear horizon. Three tugs lying low in the water without spars will much increase our chances of captures.

The *Chocura's* boilers are in such a bad state from leaks, accumulations of salt, etc., that she can not raise more than 10 pounds of steam. Consequently I send her to Beaufort for coal and to give an opportunity to blow down and calk and patch her boilers. Captain Truxtun promises to have all done in the shortest possible time.

Respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, suggesting that additional ironclads be furnished for the attack on Wilmington, N. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., March 30, 1863.

SIR: The defenses of the inlets into Cape Fear River have been much strengthened since the ironclads were sent to Charleston, as appears from my subsequent reports to the Department. We have later intelligence that the enemy is fortifying below Smithville. This and other works will give a bombing fire on the decks of the ironclads when attacking Fort Caswell. This difficulty, with those arising from shoal water, obstructions, torpedoes, and Ogeechee-like defenses, suggest that Admiral Du Pont should be instructed to send up for the attack on Wilmington all of the best of the monitor class of ironclads and in the best condition practicable.

It is to be expected that the ironclads will come out of the Charleston fight in bad condition; that their XV-inch, if not their XI-inch, guns will have to be replaced. Where is this to be done? What time will it take, and what guns and mechanical means are provided for doing this?

Engineer officers think that when the masonry of a fort is battered down formidable earthworks will be found inside.

Captain Case apprehends that the rebel ironclads might make a raid upon Beaufort. It will be prudent, therefore, not to send ammunition to that place until the ironclads are there to protect it. If this ammunition is to be sent in seaworthy steamers they might accompany the ironclads.

As a means of breaking torpedo wires a number of common log rafts or skeleton rafts might be sent up in advance of the monitors with the flood tide, dragging with light gunner's grapnels.

Advantage might be derived from the services of those acquainted with the method of projecting a line on board of a stranded vessel by means of a bomb and chain and provided with sufficient means for making this method available for each monitor. The monitors could only use this method by slow approach on the ebb tide and exposed meanwhile to a bombing fire.

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

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

APRIL 1, 1863.

The Bureau of Ordnance begs leave to state:

That the condition of the XV-[inch] guns can only be determined after operations at C[harleston] have been concluded. If the XV-[inch] should no longer be safe, change must be made, and this can be done best at New York. Of the XI-[inch] I have no fear to 1,000 fires, but they can be changed with the XV-[inch] without delay.

The Bureau furnished Rear-Admiral Lee (March 9) with full information respecting the amount and classification of stores destined for Beaufort, and in a communication of yesterday's date he was notified—under advisement from the Navy Department—that sailing vessels had been chartered in New York to receive a portion of the ordnance stores, and, unless otherwise directed, they would be ordered when loaded direct to Beaufort; and also that the supply bark *Houghton* had been ordered from New York to report to the admiral at Hampton Roads to take in the remaining stores assembled for the same destination.

Should the Navy Department desire any change in the above programme the orders will be immediately issued by the Bureau.

Very respectfully,

J. A. DAHLGREN.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Winchester, U. S. Navy, commanding U. S. S. Sumpter, to proceed to Port Royal, S. C., towing the submarine boat Alligator.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 30, 1863.

SIR: Choose favorable weather and proceed on your way to Port Royal, agreeably to your orders from the Navy Department. You will take in tow the submarine boat *Alligator* and deliver her to Rear-Admiral Du Pont on your arrival. On your way down you will communicate with one of the blockading vessels off Wilmington and deliver the articles and dispatches intrusted to you for that portion of this squadron.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master J. F. WINCHESTER, U. S. Navy,

Commanding U. S. S. Sumpter, Newport News, Va.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the capture of the British schooner Sue, from Nassau, New Providence.

U. S. S. MONTICELLO,
Off Little River, North Carolina, March 30, 1863.

SIR: I have to inform you that this morning we discovered a sail at 5:30 a. m. I immediately slipped and stood for her and at 6:20 brought her to. She proved to be the English schooner *Sue*, from Nassau, New Providence, claiming to be bound to Beaufort, N. C., Gilbert Erickson, master, and having on board goods contraband of war.

I have her on my list of suspected vessels. She is an old offender, having run the blockade before. She has kept no reckoning of her run, having left Nassau the 21st instant. Erickson came on board of her just previous to her sailing and knows nothing of her cargo. Following is one of the lists of her cargo, as she cleared at Nassau on the 16th day of March:

Twenty-five boxes pipes, 14 cases and 5 bales list goods, 4 bales and 1 package leather, 25 boxes soap, 10 boxes tin, 2 half chests tea, 800 sacks salt, 1 box tea, 2 boxes gin, 1 barrel ———.

Between the above and her bill of lading a discrepancy is shown of 550 sacks of salt, which I strongly suspect has been landed on the coast, as I learn from the captain that he landed to the southward and westward of us near Georgetown, [S. C.], and communicated with some darkies on shore, and I think it is the weather alone that prevented him from landing it all.

I find a letter aboard of her to George W. Dill, of Beaufort, N. C., a party who has long been suspected of sympathy with the rebels, and once been imprisoned.

I send her to the port of New York for adjudication in charge of Acting Master Richard Hustace, with a prize crew of eight men and the captain, mate, and cook of the schooner. At the time of the capture no other vessel was in sight.

I beg leave to inform you that I have forwarded to the honorable Secretary of the Navy, to Acting Rear-Admiral Lee, and to the U. S. prize commissioner a report, of which this is a copy. The wind being ahead, and blowing ever fresh, it was impracticable to send her to you unless I left my station and towed her, so I directed her to proceed to New York with all dispatch.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain CHARLES S. BOGGS,
Senior Officer Present off Wilmington, N. C.

Letter from Commander Murray, U. S. Navy, to Commander Davenport, U. S. Navy, transferring to him the duties of senior officer in sounds of North Carolina.

NEW BERNE, N. C., March 30, 1863.

COMMANDER: I am directed by the acting rear-admiral commanding North Atlantic Blockading Squadron to retransfer the duties of senior officer in the sounds of North Carolina, which I have been performing temporarily and for a special purpose which has been accomplished, to you.

I leave all the original letters and papers which have governed me for your guide, as well as my own letter book, from which you will become, if you are not already, acquainted with their disposition, condition, etc.

You will find in the resumption of your duties no difficulty you are not fully able to grapple with. Of this I am assured; consequently I feel only that regret which is natural and proper in parting from those professional companions in arms with whom I have been associated so favorably, and oftentimes so perilously. Roanoke, Elizabeth, and New Berne are not easily forgotten by those who battled there.

I would esteem it a favor, commodore, if you would permit me to express to you, and through you to the officers and crews of the gun-boats within these waters, my warm attachment and lasting friendship, and to remain,

Very respectfully and truly, yours,

A. MURRAY,

Comdr. and Late Senior Naval Officer, Sounds of North Carolina.

Commander H. K. DAVENPORT, U. S. Navy.

Correspondence in the case of the sloop E. C. Delavan, captured March 31, 1863.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting complaint of John R. Van Name, master.

NAVY DEPARTMENT, *April 14, 1863.*

SIR: The Department refers to you the accompanying communication addressed to it on the 7th instant by Captain John R. Van Name, who complains of the detention and use of his sloop, the *E. C. Delavan*, by the commander of the U. S. S. *Commodore Morris* in York River.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

[Enclosure.]

YORKTOWN, VA., *April 7, 1863.*

SIR: I would most respectfully call your attention to a circumstance which occurred to me as I was on my way from New York to York River, Virginia, with the sloop *E. C. Delavan*. About the time I arrived off York Spit, the weather set in very thick. As I was compelled to come to anchor, in the morning, thinking I would find the way again, weighed anchor and proceeded, as I thought, for the above-named place, but finding I had lost my way, I again came to anchor, when the U. S. S. *Commodore Morris* hove in sight. They soon were alongside; they then sent two officers in company with three men on board of the sloop *E. C. Delavan*; sent her to Yorktown. On the day preceding [succeeding], being the 1st of April, the steamer *Commodore Morris* started up the Ware River on the expedition, taking my sloop in tow. Here they partly loaded her with wheat, and it is in her still, now lying off Yorktown. This has caused me considerable inconvenience, besides loss of time; likewise damaged my sloop considerably, which in my

present condition is very hard on me. They have taken me on expeditions three different times. Hoping these few lines will meet your approbation,

I remain your most humble servant,

Captain JOHN R. VAN NAME.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, to furnish fuller information in the case.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 16, 1863.

SIR: Your No. 24 is received, regarding the capture of the sloop *E. C. Delavan* in North River, Mobjack Bay, on the 31st ultimo. Send me a more full report of size and draft of the vessel, of the persons on board, and of her cargo, if she has any; thoroughly search their baggage and persons for letters and papers, report to me the result of such search, and give me such additional evidence as you may be able to obtain.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,
Commanding U. S. S. Commodore Morris, off Yorktown, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 17, 1863.

SIR: In reply to the Department's letter of April 14, regarding the complaint made by the master of the sloop *E. C. Delavan*, of detention and improper use of his vessel, I would inform the Department that reports from Lieutenant-Commander Gillis, dated April 2 and 14, inform me that this vessel was discovered lying in the North River at 11 a. m. of the 31st ultimo by the *Commodore Morris*, about a mile from the mouth. Her papers were regular, except that in none of them were any limits placed to the number of men allowed on board.

The master's excuse for being there was, as he stated in his note referred to me by the Department, that he supposed he was in York River, for which place he had cleared, but that he had lost his way. According to his own account, he had been in North River since the previous night (some fourteen hours), though there was a fair wind to run out with, they having had ample time to communicate with the shore.

Lieutenant-Commander Gillis says there is no other evidence to show that this vessel was engaged in an unlawful occupation. I have instructed Lieutenant-Commander Gillis to answer the points in this case presented in the Department's letter of April 14. His answer, when received, will be forwarded to the Department with the letter of the master of the sloop.

The officers on the blockade in the neighborhood of York River complain that the passes or permits given by General Dix, not restricting the amount of goods therein authorized to be purchased, enable persons to use their stores on Back and Poquosin rivers as depots for supplies,

which are run across the mouth of the York River into the enemy's country, and that permits are given to persons living north of the York River to pass through our lines with clothing, etc. These officers ask for instructions in the premises, which I delay giving until I am informed by the Department, in reply to my No. 401 of April 13, of the nature of the recent proclamation of the President, referred to in the Department's letter to me of April 10, as relieving such questions of the embarrassment that attends them.

I enclose a copy of the report of Lieutenant-Commander Gillis, dated April 14, regarding the *Delavan* and this question of passes.

I would like to be informed if the rule authorized by the Department in its communications to me of April 4 and 9, requiring that citizens of the United States found attempting to violate the blockade shall be sent to the North to be locked up, should not also be applied to the captains and crews of the *E. O. Delavan* and similar small craft which, by pretext or stealth, pass the blockade established and held at so much pains by the Navy, and in the numerous rivers and creeks of the west shore of Virginia are placed in positions to carry on an illicit trade, giving aid and comfort to the enemy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter of explanation from Lieutenant-Commander Gillis, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 23, 1863.

SIR: In reply to the Department's letter of April 14, referring to me for explanations a communication addressed to the Department on the 7th instant by Captain John R. Van Name, who complains of the detention and use of his sloop, the *E. O. Delavan*, by the commander of the U. S. S. *Commodore Morris*, in York River, I gave the Department in my No. 416, of April 17, a statement of facts regarding her detention, as derived from Lieutenant-Commander Gillis's reports.

Enclosed I forward a letter of explanation from Lieutenant-Commander Gillis, dated April 20, regarding the detention and alleged ill-use of the *Delavan*.

I would like to be informed if I am authorized to send this vessel to Washington for adjudication, and if those of her crew who are citizens of the United States are to be locked up.

I understand that the prize court is now established there.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., April 20, 1863.

SIR: On the morning of the 31st ultimo, while going up Mobjack Bay, I discovered a vessel lying in North River, about a mile from the

mouth. On boarding her she proved to be the sloop *B. C. Delavan*. She had regular papers, but there is not on any of them any limit to the number of men allowed to be employed on board, and she had at the time she was taken five men on board. I questioned the captain of her as to his reasons for being in that locality, and his excuse was that he had lost his way, and supposed he was in York River, for which place he had cleared. I think his excuse a trifling one, as he is perfectly familiar, according to his own account, with every spot of ground in this locality. At first he said that he had never been here before, but I have since learned that he has been engaged in the oyster business in York River for a number of years. He had been in North River since the night previous, and it was then 11 o'clock in the day, and there was a fair wind to run to York River with, and the weather was not so thick but what I could discover the vessel at the distance of at least 3 miles.

I did use the vessel on the following morning for the purpose of taking grain from the plantation of Mr. Patterson Smith, but supposed that under the circumstances I was justified in doing so. The damage done to the vessel, and of which he complains, does not amount to anything, and will be repaired by the carpenter's mate of this vessel. His complaint of being taken on expeditions I can not consider a serious one, for I could not well spare more than a couple of men to look out for the sloop, and if he had been disposed to take advantage of my absence at any time could have easily recaptured the vessel, and I have therefore kept him on board this vessel for safe-keeping. The grain was turned over to the quartermaster as soon after I returned from the expedition as I could get it ashore. Hoping that this explanation may prove satisfactory,

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

J. H. GILLIS,

Lieutenant-Commander and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Foster, U. S. Navy, commanding U. S. S. Delaware, to proceed to blockade duty between York River and Fortress Monroe.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., March 31, 1863.

SIR: Proceed with the *Delaware* to York River and report to Lieutenant-Commander Gillis for the duty of preserving a strict blockade between York River and Fortress Monroe, and especially of Back and Poquosin rivers and their tributaries. No trading, oystering, nor communications by letters or persons with the insurrectionary region through the line of the blockade is allowed.

When Acting Volunteer Lieutenant Foster returns, let him report at once to me in person.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master H. H. FOSTER, U. S. Navy,
Commanding U. S. S. Delaware.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Case, U. S. Navy, regarding the latter's temporary absence from the blockade.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., March 31, 1863.

SIR: I have sent copies of your Nos. 55, 62, and 74 to the Navy Department in explanation of the present condition and prospects of the blockade off New Inlet. I also, in a dispatch to the Department, quoted from your No. 61, regarding your temporary absence from the blockade on the 15th ultimo. Your explanation is satisfactory to me. The Department evidently labored under a misapprehension regarding the distance you went from the blockade on that occasion to bury the dead.

The line of the blockade should not be broken near or between sunset and sunrise for any such purposes. Most officers and lookouts are vigilant in the early part of the night and in the daytime, but it is in the latter part of the night and at about a. m. and p. m., twilight, also at about the time of high tide at night, that additional vigilance from the commanding or executive officer is most required. I am sure that you and the other officers will earnestly endeavor to preserve an efficient blockade, and I sympathize fully with the disappointments and difficulties with which you have had to contend. The Department is preparing three light, swift steamers for duty off Wilmington, which, doubtless, when completed and sent, will materially strengthen that blockade. I wish the names sent to me at once of the three officers on the blockade (choosing from both sides) most capable of commanding these steamers efficiently.*

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain A. L. CASE, U. S. Navy,
Commanding U. S. S. Iroquois, off Wilmington, N. C.

Letter from Lieutenant-Commander Braine, U. S. Navy, to Captain Boggs, U. S. Navy, regarding provisions for the U. S. schooner Matthew Vassar.

U. S. S. MONTICELLO,
Off Little River Inlet, North Carolina, March 31, 1863.

SIR: I have to inform you that it is impracticable for me to supply the U. S. schooner *Matthew Vassar* with provisions without leaving my station totally unguarded, as the schooner is 20 miles from me, while she is only 7 miles from the blockaders, where you are.

I am short of sugar, butter, and flour, what the schooners most need. In a week's time the *William Bacon* will need almost everything in the line of provisions. I to-day supplied her with wood and coal, the captain having declined taking any provisions.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain CHAS. S. BOGGS,
Senior Officer off Wilmington, N. C.

* Similar request made of Captain Boggs.—COMPILERS.

Letter from the commandant navy-yard, Philadelphia, to Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of crews of prize vessels and of negroes and contrabands.

COMMANDANT'S OFFICE, U. S. NAVY-YARD,
Philadelphia, March 31, 1863.

SIR: I received your telegram on Sunday. The *Massachusetts* arrived yesterday, and I ordered the two Hewetts and James Mooney from her, and directed the commander of the *Western World* to receive them on board and to deliver them to your order.

I have disposed of the crews of the captured vessels—foreigners sent on shore, and citizens of the United States confined.

The contrabands and free negroes I have ordered to be sent on shore, as I know of no authority to retain them on board ship at the expense of the Government without their rendering any adequate service in return. I take this occasion to advise you that an act is now pending in the legislature of this State which, if passed, imposes a heavy penalty upon any person bringing negroes into the State of Pennsylvania.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Gillis, U. S. Navy, regarding expedition to the Ware River, in connection with a company of troops from Yorktown.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 3, 1863.

SIR: I received this day from Lieutenant-Commander Gillis, of the U. S. S. *Commodore Morris*, the enclosed report, dated April 2, of his operations in connection with a company of troops from Yorktown sent by General Keyes, on the Ware River, conducted by him for the capture or destruction of a quantity of grain belonging to the rebel Government.

Being attacked two different times by the rebel cavalry he concluded to destroy the grain, and after so doing he returned without loss to Yorktown.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., April 2, 1863.

SIR: I have the honor to lay before you the following report:

In my communication No. 22 I mentioned my intention of making a personal examination as to the reports I had received of a large quantity of corn that was stored on Ware River, and for that purpose got

underway on the morning of the 31st ultimo and proceeded up that stream as far as I could go with my vessel and near enough to the house of Mr. Patterson Smith to have my men and boats under cover of the guns.

I landed and examined the premises of Mr. Smith and found that the information I had received as to the quantity of corn was far short of the amount actually on hand, for as near as could be estimated by measuring one of the barns there must have been very near if not quite 20,000 bushels.

I questioned Mr. Smith very closely as to whether he had done anything to aid the rebel cause; whether he had sold any of his grain or other produce to the rebel authorities; but he denied in the most positive terms that he had ever done anything to help the rebel cause, that he had ever sold any grain or other produce except to his immediate neighbors; and on my questioning him in regard to the sales he had made to his neighbors, he could not tell me how much he sold, or the name of a single one of the neighbors he had sold to, neither how much he had sold it for. I then requested him to show me his accounts in order that I might be able to learn some of the particulars in regard to the sales he had made, but he declined doing so. I then told him I wished to search the house for arms, when he gave me his "word of honor" that he had no arms of any description about the house; and on making a search nothing of the kind could be found, but I had received information that there were guns in the house and told Mr. Smith he could either produce them or I would take effective measures to find them; he then went to a chimney and brought out a fowling piece, which he assured me was all he had in his possession; but I was satisfied that he lied to me, as he had repeatedly done before.

I then questioned him again as to the sales he had made of grain, and on my telling him that he had sold to a man by the name of Armstead, an agent for the rebel Government, he acknowledged that he had done so, but only a small quantity. He said that Armstead wished to purchase his crop; and on my asking him why he did not sell it to him, he said that Armstead would not pay him his price for it.

I then asked him if he would take the oath of allegiance, which he refused to do. I then asked him if he would pledge himself not to give aid, comfort, or intelligence to the rebel Government, which he also refused to do; and in consideration of all these circumstances, and not wishing to act unadvisedly, I thought it my duty to bring Mr. Smith away and communicate with General Keyes. I therefore embarked my men, and, with Mr. Smith as prisoner, returned to Yorktown, where I arrived at 10 o'clock that night, and immediately communicated with General Keyes and informed him of all the circumstances; and his views exactly coinciding with mine as to the necessity of either bringing off or destroying the grain, I determined to return to Ware River on the following morning, the 1st instant, and on informing General Keyes that a rebel cavalry force was stationed at Gloucester Court-House, and that our operations, if we went without a pretty good force, would not be likely to remain undisturbed, he immediately placed at my disposal as many men, cavalry or infantry, whichever I thought would be the best, as I thought would be necessary. I took 100 infantry, and with these and with the *Delaware*, which I fortunately met on my way down York River, and directed to accompany me, I, yesterday morning, returned to the plantation of Mr. Smith and commenced removing a quantity of wheat, of which there were about 1,000 bushels, but had not got off more than 250 bushels before

the alarm was given that the cavalry were approaching. The men were immediately formed and we prepared to give them a warm reception as they charged down upon us, and a few well-directed shots caused a wavering in their ranks, and a cheer and a charge on the part of both sailors and soldiers turned an attack into a retreat, and they fled until out of range of our muskets, when they halted and appeared to be holding a consultation, but just at this time a shot was fired from the 100-pounder rifle on board of this vessel, which struck right in their midst, and they again took to flight and disappeared around a bend of the road. On going down the road some distance I discovered indications of the effect of our firing, there being quite a quantity of blood in the road, showing that some of the party had paid dearly for their temerity.

I would state that when we were seen approaching, the overseer's son was sent off, and I had not the least doubt, when I learned that such was the case, that he had been sent to bring a force sufficient to cut us off, not expecting to meet any more than had landed the day before, and they were doubtless very much surprised on seeing so large a force. They succeeded in capturing two of our pickets in their charge, but had not time to take them off, when they were in their turn charged upon, and the consequence was that we did not lose a man.

Knowing that it would take me a long time to remove the grain, and that the enemy would have ample time to bring down a strong body upon us, I determined to destroy it, and therefore set fire to all but one of the buildings, in which there were at least 1,500 bushels of corn, that I left for the use of the family and the hands on the plantation. After seeing the fires well under way, I embarked my force without molestation and started to return. Arriving opposite to the house of a man by the name of Bird, who is an officer in the rebel Army, and who had left his property in charge of an old negro servant, I landed a party, who found that there was a large quantity of corn stored in his barns, and they were all set fire to, and although the party were on shore but a few moments, they came very near being captured by the cavalry making a dash down upon them under cover of the smoke of the burning barns, but I discovered them in time to throw a shell from one of the howitzers, which exploded in their midst, and they fled without accomplishing their object. I destroyed at this latter place, as near as could be estimated, 1,000 bushels of wheat and 3,000 bushels of corn, making altogether some 22,000 bushels of grain that the rebels have thus been deprived of.

I am not able to visit the plantation of Mr. Dabney, owing to the fact of his living so far from the bank of the river that I could not keep the men under cover of the guns. I regretted this very much, as I understand that he has a much larger quantity of grain on hand than had either of the others, and that he is only waiting for an opportunity for shipping it to Richmond.

I would state that I received most important aid from Lieutenant Andrews, of the Signal Corps, as, by his assistance, I was enabled to direct the aiming of the guns on board this vessel. All my messages were transmitted with the greatest celerity, almost as rapidly as they could have been given had they been delivered orally, and with entire accuracy, and this, too, during the excitement of a sudden attack. I would also state that I feel deeply indebted to Lieutenant Robinson, of the Fifth Pennsylvania Cavalry, who volunteered to go on the expedition, and to whose intelligence in posting pickets the safety of our whole force is indebted.

All the officers, as well as the men whom I had with me, behaved in the most gallant style, the only trouble being to keep them back. I can not mention the name of any particular one, where each appeared to be equally anxious of doing his whole duty, and therefore merely give the names of those officers who were present, without particularizing; they were Acting Assistant Surgeon M. H. Henry, Acting Ensign P. B. Low, Acting Master's Mate Ralph C. J. Pendleton, and Captain's Clerk J. E. Alexander.

I returned to Yorktown last evening and debarked the troops I had on board. I have communicated with General Keyes, and he has expressed himself as being highly pleased at the success of the expedition, and trusting that it may also meet with your approval,

I remain, sir, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander and Senior Officer off Yorktown.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Proclamation by the President of the United States concerning internal and coastwise intercourse.

Whereas, in pursuance of the act of Congress approved July 13, 1861, I did, by proclamation, dated August 16, 1861, declare that the inhabitants of the States of Georgia, South Carolina, Virginia, North Carolina, Tennessee, Alabama, Louisiana, Texas, Arkansas, Mississippi, and Florida (except the inhabitants of that part of Virginia lying west of the Alleghany Mountains, and of such other parts of that State and the other States hereinbefore named as might maintain a loyal adherence to the Union and the Constitution, or might be from time to time occupied and controlled by forces of the United States engaged in the dispersion of said insurgents) were in a state of insurrection against the United States, and that all commercial intercourse between the same and the inhabitants thereof, with the exceptions aforesaid, and the citizens of other States and other parts of the United States was unlawful and would remain unlawful until such insurrection should cease or be suppressed, and that all goods and chattels, wares and merchandise coming from any of said States, with the exceptions aforesaid, into other parts of the United States without the license and permission of the President, through the Secretary of the Treasury, or proceeding to any of said States, with the exceptions aforesaid, by land or water, together with the vessel or vehicle conveying the same to or from said States, with the exceptions aforesaid, would be forfeited to the United States. And, whereas, experience has shown that the exceptions made in and by said proclamation embarrass the due enforcement of said act of July 13, 1861, and the proper regulation of the commercial intercourse authorized by said act with the loyal citizens of said States:

Now, therefore, I, Abraham Lincoln, President of the United States, do hereby revoke the said exceptions, and declare that the inhabitants of the States of Georgia, South Carolina, North Carolina, Tennessee, Alabama, Louisiana, Texas, Arkansas, Mississippi, Florida, and Virginia (except the forty-eight counties of Virginia designated as West Virginia, and except also the ports of New Orleans, Key West, Port Royal and Beaufort in North Carolina) are in a state of insurrection against

the United States, and that all commercial intercourse, not licensed and conducted as provided in said act, between the said States and the inhabitants thereof, with the exceptions aforesaid, and the citizens of other States and other parts of the United States, is unlawful and will remain unlawful until such insurrection shall cease or has been suppressed, and notice thereof has been duly given by proclamation; and all cotton, tobacco, and other products, and all other goods and chattels, wares and merchandise coming from any of said States, with the exceptions aforesaid, into other parts of the United States, or proceeding to any of said States, with the exceptions aforesaid, without the license and permission of the President, through the Secretary of the Treasury, will, together with the vessel or vehicle conveying the same, be forfeited to the United States.

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 31st day of March, A. D. 1863, and of the Independence of the United States of America the eighty-seventh.

By the President:

A. LINCOLN.

WILLIAM H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy regarding the interdiction of commercial intercourse with the Confederate States, the collection of abandoned property, etc.

NAVY DEPARTMENT,
Washington, March 31, 1863.

For the purpose of more effectually preventing all commercial intercourse with insurrectionary States, except such as shall be authorized in pursuance of law, and of securing consistent, uniform, and efficient action in conducting such intercourse as shall be so authorized, and for the purpose of carrying out the provisions of an act of Congress entitled "An act to provide for the collection of abandoned property and for the prevention of frauds in insurrectionary States," approved March 12, 1863, it is hereby ordered—

I. That no officer of the Navy of the United States, nor other person connected therewith, shall authorize or have any interest in the transportation of any goods, wares, or merchandise (except supplies belonging to or contracted for by the United States, designed for the military or naval forces thereof, and moving under military or naval orders, and except also sutlers' supplies and other things necessary for the use and comfort of the naval forces of the United States, and moving under permits of the authorized officers of the Treasury Department) into any State declared by the President to be in insurrection; nor authorize nor have any interest in the purchase or sale therein of any goods or chattels, wares or merchandise, cotton, tobacco, or other products of the soil thereof, nor the transportation of the same, except as aforesaid, therefrom or therein; nor shall any such officer or person authorize, prohibit, or in any manner interfere with any such purchase or sale or transportation which shall be conducted under the regulations of the Secretary of the Treasury, unless under some imperative military necessity in the place or section where the same shall be conducted, or unless requested by an agent or some other authorized officer of the Treasury Department, in which case all officers of the

Navy of the United States and other persons connected therewith will render such aid in carrying out the provisions of the said act and of the law and in enforcing due observance of the said regulations of the Secretary of the Treasury as can be given without manifest injury to the public service.

II. It is further ordered that every officer, sailor, or marine in the naval service of the United States who shall receive or have under his control any property which shall have been abandoned by the owner or owners, or captured in any district declared to be in insurrection against the United States, including all property seized in any such district, under naval orders, excepting only such as shall be required for the use of the naval forces of the United States, and as is excluded by the act of March 12, 1863, shall promptly turn over all such property to the agent appointed by the Secretary of the Treasury to receive the same, who shall give receipts therefor, if desired.

And every such officer, sailor, or marine shall also turn over to such agent in like manner all receipts, bills of lading, and other papers, documents, and vouchers showing title to such property, or the right to the possession, control, or direction thereof; and he shall make such order, endorsement, or writing as he has power to make to enable such agent to take possession of such property, or the proceeds thereof. Arms, munition of war, forage, horses, mules, wagons, beef cattle, and supplies which are necessary in naval operations, shall be turned over to the proper officers for the use of the Navy. All other property abandoned, captured, or seized as aforesaid, shall be delivered to the said agents of the Treasury Department.

The officer receiving or turning over such property shall give the usual and necessary invoices, receipts, or vouchers therefor, and shall make regular returns thereof as prescribed by the Navy Regulations. The receipts of the agents of the Treasury Department shall be vouchers for all property delivered to them. And whenever called upon by the said agent of the Treasury Department authorized to receive such abandoned, or captured, or seized property, as aforesaid, or the proceeds thereof, all persons employed in the naval service of the United States will give him full information in regard thereto, and, if requested by him so to do, they shall give him duplicates or copies of the reports and returns thereof, and of the receipts, invoices, and vouchers therefor.

And every officer of the Navy of the United States hereafter receiving abandoned, or captured, or seized property in any insurrectionary State, as aforesaid, or the proceeds thereof, or under whose order it may be applied to the use of the naval forces as aforesaid, shall, upon request of an agent appointed by the Secretary of the Treasury, as aforesaid, render a written report, with invoices thereof, to said agent, in which he will specify the arms, supplies, or other munitions of war retained for use of the naval forces, as aforesaid, and also, separately, the property turned over to said agent or which may have been sold or otherwise disposed of. And in case a sale of any such property shall be made under his authority, or under the authority of any one subject to his order, he will so state, and will describe the property so sold, and will state when and where and by and to whom sold, and the amount received therefor, and what disposition was made of the proceeds.

And all officers of the Navy of the United States will, at all times, render to the agents appointed by the Secretary of the Treasury all such aid as may be necessary to enable them to take possession of any abandoned, or captured, or seized property aforesaid, and in transporting the same, so far as can be done without manifest injury to the public service.

All expenses of transporting property herein referred to will be reported by the officers who furnish the transportation to the agent of the Treasury Department, and also, through the proper channels, to the Navy Department at Washington, in order that the expenses may be reimbursed from the proceeds of sales of such transported property.

III. All naval officers in command of squadrons, vessels, or stations will, upon receipt of this order, revoke all existing orders throughout their respective commands conflicting or inconsistent herewith, or which permit or prohibit or in any manner interfere with any trade or transportation conducted under the regulations of the Secretary of the Treasury not understood as applying to any lawful maritime prize by the naval forces of the United States; and their attention is particularly directed to said regulations, prescribed March 31, 1863, and they will respectively make such orders as will insure strict observance of this order throughout their respective commands.

GIDEON WELLES,
Secretary of the Navy.

*Correspondence and reports of naval operations connected with the siege of Washington, N. C., March 31 to April 16, 1863.**

Letter from Commander Renshaw, U. S. Navy, to Commander Murray, U. S. Navy, regarding the attack by the Confederates at Hill's Point.

[U. S. S.] LOUISIANA,
Washington, [N. C.], March 31, [1863].

DEAR MURRAY: We are on the eve of an attack, the enemy having sent in by flag of truce to clear the town of women and children.

A small battery of fieldpieces, or perhaps something larger, has been opened from a point called Hill's Point, so that our reenforcements can not reach us. The water is so low that neither of the boats under my command can get to it, and in fact we are all now close to the bottom, so if you can do something to assist, all right. Hill's Point is below the barricade.

Very truly, yours,

RENSHAW.

Letter from Commander Renshaw, U. S. Navy, to Commander Davenport, U. S. Navy, regarding skirmish on the Trent road.

[MARCH 31?]

MY DEAR DAVENPORT: [Brigadier.]General [I. N.] Palmer desires me to inform you that the enemy have driven in our pickets on the Trent road, and that all hands must be on the lookout, as they are advancing.

Yours, truly,

RENSHAW.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flussor, U. S. Navy, to send gunboats from Albemarle Sound to Washington, N. C.

U. S. S. HETZEL,
New Berne, N. C., April 1, 1863.

SIR: I have received reliable information that an attack on Washington, N. C., is impending.

* For Army operations, see Army War Records, series 1, vol. XVIII, p. 210.

I have sent all the gunboats from this place save the *Hetzel* and *Shawsheen*, which the commanding general considers necessary to remain here for the defense of New Berne.

I request and direct that you forthwith order such and as many of the gunboats in Albemarle as you can possibly spare to proceed to Washington, to assist in repelling the assault.

Instruct the commanding officers that the enemy have a battery at Hill's Point, with which it is quite probable they will have an engagement.

After they have performed the duty assigned, they can report to me here.

We must move quickly, or disaster will be the result.

Let me know what you do in respect to this.

In great haste,

H. K. DAVENPORT,
Commander and Senior Officer, etc.

Lieutenant-Commander O. W. FLUSSER, etc.,
Plymouth.

Letter from Acting Master's Mate McKeever, U. S. Navy, to Commander Murray, U. S. Navy, bringing urgent request from Commander Renshaw for immediate reinforcements.

U. S. TRANSPORT JOHN FARRON,
Pamlico River, April 1, 1863.

SIR: I have, agreeably to Captain Renshaw's orders, run the fire of two rebel batteries on Rodman's farm to communicate with you. His orders are, get him gunboats and ammunition at all hazards and risks. The *Commodore Hull* is run out of ammunition and is hard and fast ashore under fire of two rebel batteries and completely riddled. General Foster says all is lost unless we get him reinforcements.

Very respectfully, yours,

E. MCKEEVER,
Acting Master's Mate, U. S. Gunboat Louisiana.

Captain A. MURRAY,
Commanding Naval Forces, New Berne. N. C.

Letter from Commander Renshaw, U. S. Navy, to Commander Murray, U. S. Navy, regarding reinforcements.

[U. S. S.] LOUISIANA, *April 1, 1863.*

DEAR MURRAY: We are all out of ammunition after two day's tug at the enemy; they have entirely surrounded us. I trust that all the force will be sent possible; two or three gunboats, with 5,000 men to land below Maul's Point, will take all the batteries and we will be all right. Foster expected they would land to-day.

Very truly, yours,

R. T. RENSHAW.

Captain MURRAY.

Letter from Commander Renshaw, U. S. Navy, to Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, requesting ammunition.

U. S. S. LOUISIANA,
Off Washington, N. C., April 2, 1863.

DEAR MACDIARMID: Your officers have communicated with me, and am much obliged for the ammunition. Please, if possible, get me

some 8-inch shells from New Berne. I am in the tightest place you can conceive of; do all you can. We have been hard at work for the last two days. The *Commodore Hull* requires 30-pounder rifle ammunition. Can you send her some?

Unless the batteries are taken soon, and a good force to come to our relief, you will not see the *Louisiana* again.

Very truly, yours,

R. T. RENSHAW.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Commander Davenport, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 3, 1863.

SIR: Enclosed is a copy of a communication dated April 1 and marked A, received just now from Commander Davenport by the hands of Major Anderson, aid to General Foster, and a copy of my reply thereto, B.

I have sent Fleet Captain Crosby to the Gosport navy yard, where the *Miami* is being repaired, to dispatch her to the relief of Washington, as soon as practicable.

I have also sent a tug with orders to the *Delaware* (blockading between Fortress Monroe and Yorktown and waiting for repairs, which she much needs) also to go to the relief of Washington.

A glance at the map will show that the enemy can conveniently cross the two peninsulas and quickly concentrate against either Plymouth, Washington, or New Berne, attacking these in detail.

On the 2d of March I wrote to Commander Murray as follows:

I would much rather see our military and have our naval force concentrated, ready to threaten the enemy at any point, rather than have him constantly threatening our very many scattered positions. I explained these views to General Foster last fall.

The withdrawal of the vessels from Plymouth hazards that place.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

HEADQUARTERS EIGHTEENTH ARMY CORPS,
New Berne, N. C., April 1, 1863.

SIR: I have the honor to inform you that the enemy in this State are becoming aggressive and that their force is very large as compared with General Foster's.

An attack is supposed to be going on now at Washington, N. C. General Foster is there in person.

I have sent the *Lockwood* to engage a battery at Hill's Point, on Tar [Pamlico] River, which is preventing reinforcements reaching the general.

A strong blow from N. W. has blown the water out of the river here, so that all my remaining boats, the *Hunchback*, *Shawsheen*, and *Hetzal*, are ashore. I have to send to Albemarle Sound requesting and ordering [Lieutenant-]Commander Flusser to send such boats as can be spared.

At the request of the commanding general here, I have to urge that such light-draft gunboats as you can spare may be sent here for temporary use.

I write with much haste, and will report further when opportunity offers.

I have the honor to be, your obedient servant,

H. K. DAVENPORT,
Commander and Senior Officer.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure B.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 3, 1863.

SIR: Your dispatch of April 1 was received at noon to-day by Major Anderson. The *Miami* is under repairs at the navy yard. Fleet Captain Crosby has gone up to dispatch her to the relief of Washington, N. C. The *Delaware* (waiting the return of the *Valley City* or *General Putnam*, both now repairing at Baltimore), on the blockade near Yorktown, is also ordered by tug to hasten to the relief of Washington.

The facility with which the enemy can cross over to the attack of either Plymouth or New Berne renders it hazardous to withdraw the gunboats from the defense of those places, especially the former, which is without defenses.

I supposed that you had in the army gunboats put by General Foster at the disposition of Commander Murray such additional strength as would more than replace the vessels away for repairs.

The *Miami* has a heavy battery, but her bad steering is, as I know from personal experience, a serious drawback to her approaching Washington. As you will be present at and understand the situation, I give you no definite instructions in regard to operations at Washington.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy,
Commanding U. S. S. Hetzel, New Berne, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Townsend, U. S. Navy, commanding U. S. S. Miami, to proceed to the relief of Washington, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 3, 1863.

SIR: Proceed with all practicable dispatch to the relief of Washington, N. C. Special dispatches from Commander Davenport represent that an engagement is probably now going on there; that General Foster is there, and that reinforcements can not reach him, owing to a rebel battery at Hill's Point, on Tar [Pamlico] River, which Commander Davenport has sent the *Lockwood* and other vessels to attack. The heavy battery of the *Miami* will make her useful in this attack, but her bad steering renders it necessary that she should not go into too shoal water. I hope, however, you will be able to get within effective range of the battery. You should get information of the situation of affairs as you approach the place and be governed accordingly.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander ROBERT TOWNSEND, U. S. Navy,
Commanding U. S. S. Miami, Norfolk Navy Yard.

(Similar order to Acting Volunteer Lieutenant Amos P. Foster, U. S. Navy, commanding the U. S. S. *Delaware*, to proceed to the relief of Washington, N. O., reporting to Commander Davenport, U. S. Navy.)

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, regarding the urgent need of ammunition.

U. S. S. CERES,
Pamlico River, April 3, 1863.

(Received April 3, 10 p. m., per steamer *North Shore*.)

MY DEAR CAPTAIN: I arrived yesterday evening about 5 p. m. Upon conferring with General Prince, he requested me to throw a few shots at the battery on Hill's Point. I threw eight rifled shells; five of them burst in the fort. At the third shot they withdrew a heavy gun they had mounted there. They did not reply. After dark I sent up by the boats of the *Ceres*, *Lockwood*, and sloop *Granite* a quantity of 32-pounder ammunition. Captain Renshaw desires me to send more ammunition up to-night, which I will do. They are sadly in want of ammunition at Washington, and I will send 100 rounds of Parrott ammunition up to-night, which will reduce my Parrott ammunition to 30 rounds. I would respectfully state that we want 32-pounder, VIII-inch, 30-pounder, and 24-pounder ammunition here. The naval force below the blockade consists of this vessel, the *Lockwood*, *Granite*, and steamer *Allison*. I wrote to Captain Renshaw yesterday and received the following note* in reply, which I enclose. Unless we are strongly reenforced I am afraid that General Foster, Renshaw, and the others are gone goshings. I do not write this officially, as I am in a great hurry, the vessel that leaves for New Berne going immediately. Where we now lay we can prevent them, I think, from erecting batteries farther down the river. They evidently do not like the 30-pounder Parrott shells. I will endeavor after dark to-night to buoy out the channel.

In great haste, I am, yours, truly,

JOHN MACDIARMID.

[Commander H. K. DAVENPORT,
Senior Officer, Sounds of North Carolina.]

P. S.—Renshaw informed my executive officer that there was an army corps from the Army of the Potomac, and that they were going systematically to work to take Washington, [N. O.]. He wishes that you were here. We want IX-inch guns. Captain Renshaw thinks if I attempted to run the blockade I would be sunk. If you do not come yourself, please send me orders or instructions.

Report of Lieutenant-Commander Flussler, U. S. Navy, of the sailing of the U. S. vessels *Southfield*, *Whitehead*, and *Isaac N. Seymour*, for Washington, N. C.

U. S. S. COMMODORE PERRY,
Off Plymouth, N. C., April 3, 1863.

SIR: In obedience to your order, the steamers *Southfield*, *Whitehead*, and *Seymour* were dispatched to Washington yesterday. The *Southfield* was underway an hour after the orders were received and the others started soon after. It is the impression here, and it seems to

* Not found.

me a very probable result, that after the repulse of the rebels at Washington, if they suffer one, their next point of attack will be Plymouth; and in anticipation of that I would suggest that you order the return of the boats that went from here as soon as it will be safe for them to leave Washington.

The boats had orders from me when they left to return to Plymouth as soon as their services could be dispensed with.

* * * * *

I am, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant-Commander, U. S. Navy.

Commander H. K. DAVENPORT,
Senior Officer in Sounds of North Carolina.

P. S.—The *Southfield* went from here to Winfield to take the *Seymour* in tow. I was anxious to give Acting Master Wells a chance to earn his promotion. We hear this morning some firing in the direction of Washington. I should have sent the *Underwriter*, but feared her draft was too great to get up Pamlico River. We need coal here. I have been forced to give away my supply to army and navy vessels. We also need provisions badly.

C. W. F.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting request for reenforcements from Brigadier-General Palmer, U. S. Army.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., April 6, 1863.

SIR: In the absence of Major-General Dix, commanding the department, I have the honor to transmit herewith a copy of a communication this morning received from Brigadier-General I. N. Palmer, commanding at New Berne, N. C.

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

D. T. VAN BUREN,
Assistant Adjutant-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

HEADQUARTERS EIGHTEENTH ARMY CORPS,
New Berne, N. C., April 3, 1863.

GENERAL: Since my communication of the 1st instant by Major Anderson, I have received several dispatches from General Foster. General Foster feels tolerably strong in Washington for some days, but the ultimate safety of that place depends on the batteries on the river being overcome. Our force to overcome them is not sufficient, and I therefore most respectfully but earnestly beg that if at all within your power reenforcements be sent here. I should wish 10,000, but any will be acceptable, and the sooner the better to save General Foster, who is there, and perhaps to save North Carolina (*i. e.*, New Berne) by preventing or rendering it unnecessary to send more troops from New Berne.

I expect decidedly gunboats from Admiral Lee, and trust we can punish the enemy, but they are strong and we are weak.

I am, general, very respectfully, your obedient servant,
I. N. PALMER,
Brigadier-General.

Major-General JOHN A. DIX,
Commanding Seventh Army Corps, Fortress Monroe, Va.

A communication through the canal informing me of the coming troops will reach me before the troops will, so that I can have such orders given as to their disposition as may be necessary. I have no transportation. These reenforcements are of course as a loan.

I. N. P.

Letter from Brigadier-General Palmer, U. S. Army, to Commander Davenport, U. S. Navy, requesting a loan of ship's launches.

NEW BERNE, N. C., *April 4, 1863.*

CAPTAIN: If you have any ship's launches here I respectfully request that you place them at my disposal for temporary use in this department. They will be restored as soon as possible.

I am, sir, very respectfully, your obedient servant,
I. N. PALMER,
Brigadier-General, Commanding.

Commander H. K. DAVENPORT,
Senior Naval Officer, New Berne, N. C.

Letter from Commander Davenport, U. S. Navy, to Brigadier-General Palmer, U. S. Army, regarding ship's launches.

U. S. S. HETZEL,
New Berne, N. C., April 4, 1863.

SIR: In reply to yours of this date, I beg leave to say that I have directed all the launches to be placed at your disposal. I trust that they will be cared for and returned as soon as you may be able to dispense with them.

I am, sir, respectfully, etc.,
H. K. DAVENPORT,
Commander and Senior Naval Officer, Sounds of North Carolina.

Brigadier-General I. N. PALMER,
Commanding at New Berne, N. C.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, of the arrival in Pamlico River of the U. S. S. Southfield, towing the U. S. steamers Whitehead and Isaac N. Seymour.

U. S. S. SOUTHFIELD,
Pamlico River, below the Barricade, April 4, 1863.

SIR: I arrived here yesterday morning in the *Southfield* with the *Seymour* and *Whitehead* in tow, engaged the battery on Hill's Point with the other boats, but uselessly, as the rebs ran in their guns and not one of them was to be seen till after we had ceased firing, when

they threw a few shots from Whitworth guns after us. Last night we replaced the buoys on the obstructions again, and at 3 o'clock the *Ceres* went up. Early in the night we sent five small boats up with ammunition, which all safely reached there. The *Ceres* got up all right, but in starting down again, to land some 200 troops on Rodman's Point, she got aground and remains there yet. Although the rebs tried hard to hit her, she is so far unhurt. It has been blowing a gale from the northwest all day, and there is hardly any water up above. It is now moderating, and if the water rises I shall send the *Lockwood* up in the morning, towing a schooner with six fieldpieces and 500 men up. General Prince has arrived just now from New Berne, and I hope we will get reenforcements from somewhere soon, so that we can effect a landing and destroy the battery at Hill's Point. After that is done, I intend to go up as far as I can and take the guns on Rodman's Point in the flank, but it will never do to leave the fort behind us, as none of the transports could pass without being exposed to a heavy fire.

Please send up here as soon as practicable: 100 rounds of IX-[inch] 10-second fuze shells, 100 cartridges for IX-[inch] guns of 10 pounds, sixty 100-pounder Parrott shells, 10-second and 15-second fuzes, filled, sixty 10-pound cartridges, 1 barrel of sperm oil, 150 rounds for 24-pounder Dahlgren howitzer, and all the ammunition you can spare for the *Louisiana*, *Commodore Hull*, and *Ceres*, so that we may keep them supplied. I have sent in my requisitions for ammunition nearly the same as I sent in some three to four weeks ago. I have received none since I left Fort Monroe, and I am afraid six guns will soon use up what I have left if you do not send soon some more up here.

I hope we will get reenforcements soon, or I am afraid that General Foster will be in a bad predicament. We ought to have force enough to open the river so that our transports can pass, and this can only be accomplished by landing, as the rebs do not show themselves when we fire. I have written in great haste, having only had a few minutes' notice.

I send my quarterly returns, which please forward kindly to the admiral. I addressed them to Commander Murray, thinking that he was still at New Berne.

I am, most respectfully, your obedient servant,

CHAS. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Commander H. K. DAVENPORT, U. S. Navy,

Senior Officer, Sounds of North Carolina, New Berne, N. C.

Report of Major-General Foster, U. S. Army, commanding the Department of North Carolina.

FORT WASHINGTON,
Washington, N. C., April 5, 1863.

GENERAL: I have the honor to report that hearing of an approaching attack on this place by D. H. Hill's *corps d'armée*, I started from New Berne at 2 o'clock on Sunday, March 29, ordering reenforcements to follow at once.

In consequence of the transport getting aground at the mouth of the river the troops did not arrive before the enemy succeeded in investing the place by placing batteries on the river banks and on the roads leading from the town.

I found here a garrison of only sixteen companies of infantry, one company of artillery, and 25 cavalry—1,200 men in all. The enemy opened fire on our advance posts on Monday night and on Wednesday morning at daybreak opened from batteries of rifled guns on the opposite side of the river.

One gunboat, the *Commodore Hull*, received 98 shots from a battery of Whitworth guns. I put up batteries on this side of the river to reply to and draw the fire of three guns from the gunboat. At the same time I sent word to General Palmer to send troops to take the batteries on the river by landing and attacking the batteries, while the gunboats (also to be sent) attacked them in front.

* * * * * * *

I have the honor to be, very respectfully, your obedient servant,
J. G. FOSTER,
Major-General, Commanding.

Major-General H. W. HALLECK,
Commander in Chief U. S. Army, Washington, D. C.

Report of Commander Davenport, U. S. Navy, requesting the presence of light-draft steamers at New Berne.

U. S. S. HETZEL,
New Berne, N. C., April 6, 1863.

ADMIRAL: Washington is still invested by a large rebel force, who have, by good management and greatly superior numbers, obtained a position from which it will be extremely difficult to dislodge them.

I have sent all the gunboats from this place except the *Hetzel* and *Shawsheen*, and I remain here myself with the vessel under my command, only at the request of the commanding general.

The *Southfield*, *Whitehead*, and *Seymour* have also been sent from Plymouth, which leaves Lieutenant Flusser in a very critical condition, as you will perceive by the enclosed extract from a letter * received from him this a. m. The rebels have planted a heavy battery at Hill's Point, below Washington, which prevents reinforcements from reaching the besieged garrison of the town above.

We have succeeded, however, in communicating with them and have supplied them with ammunition by means of running by the batteries in small boats during the night.

It is very evident that the enemy have been largely reinforced in this State, and that they are going systematically to work to recover it from our hands.

In view of the threatening aspect of affairs in the sounds and the inefficient condition of the army at this place, I would respectfully and urgently request that vessels of light draft be sent here with all possible dispatch and that we be immediately supplied with ammunition.

We are hourly in expectation of an attack upon New Berne, and reinforcements can not be sent us too soon. I write in great haste.

Respectfully, your obedient servant,

H. K. DAVENPORT,
Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

* See p. 653.

Report of Lieutenant-Commander McCann, U. S. Navy, regarding the cause of delay in forwarding reenforcements up the Pamlico River.

U. S. S. HUNCHBACK,
Hill's Point, Pamlico River, April 6, 1863.

MY DEAR DAVENPORT: Yours of the 4th I received late last night after I had engaged the batteries at Hill's Point. I have remembered your instructions for my guidance here. I am not willing to attempt running the *Allison* and *Phoenix* past the batteries and obstructions because I can not find a pilot who can carry me up. However urgent may be the necessities of General Foster and our boats at Washington, I deem it too great a risk to send the two transports in tow of steamers crowded with troops under the fire of the batteries at Hill's Point, Swan and Rodman's points, should we be successful in getting through the obstructions.

It was our intention last night to attempt sending up the reenforcements and ammunition, but it was impossible to get ready before daylight this morning. To do this in the daytime would result in the loss of the troops and boats. I am going down to consult Colonel Troxel and inform him of the position of affairs and my views on the subject. I am willing to run any risk with our boats, but would not take the risk of losing the transports and troops. I believe General Prince will concur with this in my opinion. You will understand the critical position I am placed in.

Should we not determine to send up the boats to-night, I will send the ordnance schooner and two of the gunboats to New Berne at once, and recommend the troops to be sent there also.

6 p. m.—Since writing the above I have determined not to attempt to run the batteries, as there is no pilot in the squadron who can take us up beyond Rodman's farm. I will send two of the gunboats and the ordnance schooner to New Berne, and wait for orders here at Maul's Point.

The troops returned at once.

Yours, very respectfully,

W. P. MCCANN,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
Senior Officer, etc.

Unofficial report of Commander Murray, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, concerning affairs in the vicinity of Washington, N. C.

ON BOARD U. S. S. MINNESOTA, April 7, 1863.

The latest information from Washington, N. C., is to the effect that General Foster with 1,200 men is surrounded by the enemy under General D. H. Hill. At Hill's Point they have a hastily constructed battery of field 24-pounders (four, I think). I am not sure if the upper point reached is in the enemy's hand; the reason for thinking so is that General Prince informed me about the 3d instant that the *Commodore Hull* was fighting two batteries when he left.

There are troops and ammunition in transports below Hill's Point waiting either the silencing of the battery or some favorable opportunity to run by; the water (owing to N. W. and S. W. winds) was very low at the time. The forces, or part of naval forces, are recalled from Plymouth to reduce this battery. The *Hunchback* was on her way from New Berne, and arrived in due season, I think.

We desire more gunboats and heavy guns (say IX-inch), such as *Commodore Perry* and class.

If the worst transpires at Washington, they would be in time to save New Berne. I do not think the army feel very safe at New Berne, as I carried an open letter from General Palmer to General Dix, urging more troops for a short time. I have every confidence in the *Hunchback*, if Foster only holds out.

Respectfully, etc.,

A. MURRAY,
Commander.

Admiral LEE, U. S. Navy,
Commanding Naval Forces, etc.

Report of Commander Davenport, U. S. Navy, advising the evacuation of Washington and Plymouth.

U. S. S. HETZEL,
New Berne, April 7, 1863.

ADMIRAL: Your letter (marked especial) of the 3d instant is received, together with others, which I will answer as soon as I can give them my attention. I fully agree with you in your opinion as expressed in the second paragraph of your letter, and I think that I shall retain the *Delaware* here, at least until the other vessels arrive. We have as yet accomplished nothing at Washington, and our ability to do so is very much doubted. We are unable to send reinforcements to the army, as you will see by reference to the enclosed copy of a letter * received from Lieutenant-Commander McCann. I am of opinion that Washington and Plymouth should be evacuated at once, and I am about to hold a consultation with General Prince, who has returned from below Washington, having been unable to land reinforcements. General Foster, who is at Washington, claims that he can evacuate the city whenever he shall think it expedient so to do. The *Ceres* ran by the batteries on the 4th instant, carrying ammunition to the vessels above, but was badly used. Captain MacDiarmid has also passed them several times in small boats, communicating with those above, in a very gallant manner, and I desire to commend him for his conduct throughout the affair.

I have done all I can, and shall continue to use my best endeavors to make the Navy useful. The *Commodore Hull* is completely riddled, but the casualties are as yet light on our side. Major Anderson has returned, and states that General Dix is unable to give us a man.

I am surprised that the army can not be reinforced. It is absolutely necessary that an army force should be landed. The gunboats are doing all that can be expected of them, but the batteries must be attacked in the flank by the army.

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

H. K. DAVENPORT,
Commander, Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—My own impression is that General Foster can not get out of Washington. In the body of my letter I have said that he claims to be able to evacuate at any time. This is from an unofficial source, but

* See p. 658.

I must say reliable. The army must be reenforced here or serious disaster will be the result.

Respectfully, etc.,

H. K. DAVENPORT.

Report of Lieutenant-Commander McCann, U. S. Navy, of proposed attack upon Hill's Point batteries.

STEAMER HUNCHBACK,
Maul's Point, April 7, 1863.

DEAR DAVENPORT: Last night Mr. Josselyn, executive officer of the *Commodore Hull*, ran by the batteries and was met by their guard boats at the obstructions and fired upon by large parties of infantry. This will prevent our putting down buoys and of course prevent us getting up. None of the pilots are willing to try to get any of the boats up. I have two schooners loaded with ammunition, one for the gunboats and one for the garrison, and will get them up if possible when the wind changes and the tide rises. The enemy's picket boats are thick on the river and drove back the *Louisiana's* cutter while trying to communicate above. Two transport schooners I send to New Berne this evening. Renshaw wished one of the gunboats sent, but it is impossible to do so.

Should you come here I will explain all at once.

I am now going up to attack Hill's Point batteries with the [*Southfield*], *Seymour*, and *Whitehead* and [leave] the sloop *Granite* to take care of the ammunition schooners.

Yours, in haste,

W. P. McCANN,
Lieutenant-Commander.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy regarding the disposition of ordnance stores.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 7, 1863.

SIR: Of the ordnance supplies sent this day by the *John Lenthall* you will take out enough to make 300 rounds for each broadside gun and 600 rounds for each other gun on the naval vessels in the sounds of North Carolina. The balance send to Beaufort for the use of the blockaders as soon as possible, say by rail. Keep these ordnance stores afloat. The *Lenthall* need not go to Beaufort. Send here for more supplies as soon as you can discharge her.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Officer in Sounds of North Carolina.

Report of Commander Davenport, U. S. Navy, of the movement of a large force overland from New Berne to Washington.

U. S. S. HETZEL,
New Berne, N. C., April 8, 1863.

SIR: There is nothing decisive from Washington yet. A large force is being thrown across the river here, with the intention of moving overland to Washington, and it leaves us very weak here. I am entirely opposed to this movement and have plainly stated my reasons

to the commanding general. I have written to Lieutenant-Commander McCann, directing him, in case disaster shall meet this force or it shall become evident that we are defeated at Washington, to send all the gunboats immediately here that he can possibly spare at Washington. We are expecting an attack here at any moment. I shall retain the *Delaware* here.

From my previous letters you will perceive that the army must be strongly reinforced or we shall be driven out of this State.

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

H. K. DAVENPORT,

Commander, Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—In one of your letters you refer to the army gunboats. I think you are misinformed in reference to these. We have nothing of the kind here. One or two of the small transports employed to run about this vicinity have small guns mounted. All army armed transports that may have been here were sent to Port Royal.

In great haste, etc.,

H. K. D.

Report of Lieutenant-Commander McCann, U. S. Navy, of an attack by four gunboats upon Hill's Point battery.

STEAMER HUNCHBACK,

Maul's Point, April 8, 1863.

DEAR DAVENPORT: I send the *Seymour* to New Berne to inform you of the state of affairs here, and if you can spare her, please let her return.

I attacked the batteries at Hill's Point yesterday afternoon with four boats. The work is now very strong and can not be passed unless the buoys are placed down; even then I think it would be imprudent to take up the boats and have so many works in our rear.

We threw a great many shells into the batteries, but their guns were sheltered. They replied with only one Whitworth gun. We could see an occasional shot fired at Washington and from the boats above. I went clear up to the battery last night in the *Whitehead*, but could discover nothing of our boats or the rebel guard boats on the river. This battery is constructed so that their guns command the channel up and the obstructions. They have also added more guns to it and are strengthening it day and night.

Unless there is a force to occupy these points the boats here will inevitably be lost should they succeed in getting up. I wish you would come up and examine for yourself and give me instructions. I now am unable to get the ammunition schooners through, as the water has been low and wind blowing down. We will be in want of coal before a schooner can be sent up unless one is coming now. A deserter informs us that Hill's division is most all on the south side of the river.

There is still the same trouble with the pilots; not one will attempt to take us up unless the buoys are down, and in daylight, and then it must be high water. I have heard nothing from above since the night of the 6th, when Mr. Josselyn, of the *Commodore Hull*, ran down.

Captain Wells, of the *Seymour*, will inform you more fully of our position.

Yours, truly,

W. P. McCANN,
Lieutenant-Commander.

Two of the empty transports I ordered to New Berne last night, and I have directed Captain Wells, should he overhaul them, to take off Mr. Dickerson and his dispatches for New Berne.

Excuse my writing, as I have been so long without sleep.

W. P. McC.

Letter from Commander Davenport, U. S. Navy, to Lieutenant-Commander McCann, U. S. Navy, expressing approval of his course.

U. S. S. HETZEL,
New Berne, N. C., April 9, 1863.

SIR: Your communication of the 8th instant is received. I send coal schooner *Fly* in tow of steamer *Lockwood*. Captain Wells desires to remain here for a short time. I approve of your course thus far, and trust that you will continue to use great discretion. I wrote you yesterday that a large force had started overland for Washington, and it leaves us in such a condition here that I dare not leave the city myself. From a chart made by Captain Wells, of the *Seymour*, and from the letters of yourself and Captain Behm, I consider it unadvisable to attempt running any more boats up to Washington, at least until some diversion is made by the army. I have sent to see if we can get some oil from the quartermaster, and if possible will send it on the coal schooner.

Respectfully, etc.,

H. K. DAVENPORT,
Commander.

Lieutenant-Commander W. P. MCCANN,
Commanding Naval Forces below Washington.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander McCann, U. S. Navy, to open fire upon Hill's Point batteries in case of an attack by the army forces.

U. S. S. HETZEL,
New Berne, N. C., April 9, 1863.

SIR: General Palmer informs me that General Spinola, who is in command of the expedition which has started overland for Washington, intends to drive the enemy across Blount's Creek, if possible, for the purpose afterwards of attacking and capturing Hill's Point battery. If you hear firing in that direction, therefore, you will know what it is. If he attacks the enemy in this way, I desire that you will open fire upon the battery and divert their attention from the army and draw their fire. If the Hill's Point battery can be taken, a depot for supplies can be opened in Blount's Creek. I send letters to General Foster and staff, which they wish delivered if possible. Use your discretion as to running them up by the batteries.

Respectfully, etc.,

H. K. DAVENPORT,
Commander.

Lieutenant-Commander W. P. MCCANN,
Commanding Naval Forces below Washington, N. C.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander McCann, U. S. Navy, to render assistance to Brigadier-General Palmer in his attempt to communicate with Washington, N. C.

U. S. S. HETZEL,
New Berne, N. C., April 10, 1863.

SIR: General Palmer, the commanding general of the department in the absence of General Foster, with a view of communicating with Washington, N. C., leaves here. He will consult with you; and if, in your judgment, after exercising your sound discretion, it is compatible, you will to the best of your ability carry out his views and wishes, remembering that we are liable to an attack here at any moment and I may see fit to withdraw the gunboats from Washington for the protection of this place.

Respectfully, etc.,

H. K. DAVENPORT,
Commander, etc.

Lieutenant-Commander Wm. P. McCANN,
Commanding, etc.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to abandon Winfield if necessary for the protection of Plymouth.

U. S. S. HETZEL,
New Berne, N. C., April 10, 1863.

SIR: If you deem it necessary for the protection of Plymouth to abandon Winfield, do so at once, taking the army force on board and carrying them to Plymouth. Affairs are in such a critical condition here, just at this juncture, that I can not take any boat from here.

I write this at the headquarters of the major-general, and at his request.

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

H. K. DAVENPORT,
Commander, etc.

Lieutenant-Commander U. W. FLUSSER, etc.,
Plymouth, N. C.

Letter from Commander Renshaw, U. S. Navy, to Lieutenant-Commander McCann, U. S. Navy, regarding the reported removal of the battery at Hill's Point to Blount's Creek.

U. S. S. LOUISIANA,
Off Washington, N. C., April 10, 1863.

SIR: It is not my wish to interfere with any instructions you have from the senior officer in the sounds of North Carolina, but the information I gain from the negro man who accompanies this letter satisfies me that the battery at Hill's Point (excepting one gun) has been removed to Blount's Creek; he can show you the position. You will, however, at your earliest convenience, send to the senior officer, who I understand is at New Berne, and request that launches with boat howitzers and ammunition may be sent immediately to you and then sent to me, using your judgment when to send them through.

Small steamers well covered with hay bales can pass up and down at their discretion. The men that I am constantly sending through the blockade weaken us very much.

There are six 24-[pounder] howitzers on the boats now at this place, and it appears there is no ammunition to be had for them. This neglect I am at a loss to account for. If we had any other guns that shrapnel was furnished for, it would not be of so much importance, as we need them very much. Our position at this place at present is very critical and requires prompt action. I therefore request that a copy of this letter may be sent to the admiral and senior officer in these waters.

I am, respectfully, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Lieutenant-Commander WM. P. McCANN, U. S. Navy,
Commanding Steamer *Hunchback*, below Washington, N. C.

Report of Lieutenant-Commander McCann, U. S. Navy, of readiness to attack Hill's Point battery on the approach of the army force, and referring to general matters.

U. S. S. HUNCHBACK,
Below Washington, N. C., April 11, 1863.

DEAR DAVENPORT: Both of your letters of the 9th instant I received yesterday, and would have answered by the *Thomas Colyer* last night, only I was so worn out for want of sleep that I was unable to do so. Yesterday afternoon I anchored all the gunboats, transports, steamers, and schooners just out of range of Hill's Point batteries and abreast of Blount's Creek, but heard no firing there or in that direction. I intend to engage the battery when I hear the army approaching inland; to do so before would be a waste of ammunition.

The letters and dispatches for General Foster and staff I will send through by the next boat, which I will endeavor to do to-night if there is wind. Two out of three of the sloops with ammunition for the army and gunboats, also a cutter with [Lieutenant-]Colonel McChesney ran through on the night of the 9th; the other boat with ammunition for the army is still here. The ordnance schooner in tow of the *Valley City* arrived yesterday, and the coal schooner towed by the *Seymour*.

I have directed all the boats to fill up with ammunition and coal.

I hear the *Miami* is aground on the Swash at Hatteras Inlet, but am expecting her up to-day. Should Washington, [N. C.], be captured before the force from New Berne arrives I will return at once to New Berne as you direct, when we can be of no further service here. I enclose to you a copy of Captain Renshaw's letter of yesterday, in accordance with his wish. Had we the launches and howitzers he refers to we could open communication with Washington. As for the steamers he wants sent up, I think it imprudent to attempt it. When the *Louisiana's* boat came through I had put on board the two sloops all the ammunition the officers reported the boats at Washington in need of, but it appears they are in want of 24-pounder ammunition, which I will endeavor to get up the first fair wind in a small schooner I have here.

I have received a letter from General Potter in reference to the army ordnance stores in the schooner *Champion*, which could not find her way through the blockade. He is in want of 32-pounder shot and shell and powder [for] 6-pounder smoothbore and Wiards. The *Champion* and one other boat will be ready to run through to night with all the ammunition we can furnish.

I will keep the boats near Blount's Creek and Hill's Point ready for any emergency.

I am determined not to go up to Washington (if that were possible) and leave several batteries in our rear. The commanding officers here concur with me in this opinion.

I believe it is the wish of the army officers at Washington that we should lie in sight of the town under the fire of Hill's Point batteries, to enable us to see their signals. This I will not do.

Yours, truly,

W. P. MCCANN.

Report of Commander Davenport, U. S. Navy, continuing to urge the necessity of reinforcements at Washington, Plymouth, and New Berne.

U. S. S. HETZEL,
New Berne, N. C., April 12, 1863.

ADMIRAL: I send you a rough chart which will give you some idea of the batteries on the Pamlico and the position of General Foster. In my opinion he must have large army reinforcements, which should march either from the direction of Plymouth or land below the forts on the river and take them in flank while the gunboats do all they can in front. I think it is very doubtful policy to attempt running up the river. If disaster happens to him at Washington I fear the loss of the *Louisiana*, *Commodore Hull*, and *Ceres*.

We are keeping a lookout for an attack here. I have a very small force here, and, as this is the most important point, I remain for its defense. No gunboat has arrived save the *Delaware*.

There are two schooners at Elizabeth City, armed with two guns each. I have spoken to the commanding general (Wessells) about sending them here, but he has not decided upon its propriety.

Lieutenant-Commander Flusser wishes more gunboats at Plymouth. Unless strong reinforcements are sent promptly I fear the worst. I send this per Acting Master's Mate P. B. Doran. The Army, upon which I am entirely dependent for transportation, is so short of facilities that it is extremely difficult to communicate with you or with any other part of the sounds. Mr. Doran has been here for some time awaiting a passage north.

Respectfully, etc.,

H. K. DAVENPORT,
Commander, etc.

Acting Rear-Admiral S. P. LEE.

P. S.—I have communicated the purport of this letter to Brigadier-General Wessells, temporarily in command, and he concurs fully in the sentiment expressed.

APRIL 14, 1863.

The *Miami* has arrived, and I have received the copy of dispatch ordering me to the command of her. I have sent to the senior officer in Pamlico River to know if her services are required there, and if so shall send her. I shall remain here myself, however, as I have just received an official letter from the commanding general requesting my presence here for consultation. Latest advices and rumors are such that it becomes necessary to make every preparation for an attack in our rear.

I have received a letter from Lieutenant-[Commander] Flusser stating that everything is quiet in Plymouth and that he should go to Washington. I write him to-day to return to Plymouth, as it was intended to land army reinforcements in that vicinity and his presence would be required there.

[H. K. DAVENPORT.]

Letter from Commander Renshaw, U. S. Navy, to Lieutenant-Commander McCann, U. S. Navy, requesting information regarding the cause of delay in sending additional naval force to Washington, N. C.

U. S. S. LOUISIANA,
Off Washington, N. C., April 12, 1863.

SIR: I request that you will inform me what has transpired below to prevent the passing of the steamer *Biscort* through to this place. The small force that I could spare to meet her at Rodman's was ready at the time specified in your letter of the 11th instant.

There appears to be a want of knowledge of our situation by the naval authorities below. If the entire force I have under my command should leave their position before this town most probably an assault would be made immediately, as the object of the enemy for the first ten days of the siege was to destroy the gunboats, but I am happy to say they have thus far failed.

If there is any objection to additional naval force being sent to Washington, N. C., I would like to be informed. You will also let me know what your command consists of and what facilities you have for fitting your cutters with howitzers to run through at night. I am informed that the rebels have a raft for their infantry watch at night on the river.

The schooner that Captain MacDiarmid, of the steamer *Ceres*, will run the blockade with has the *Louisiana's* howitzers on board, with a picked crew, and I request she may be sent back as soon as Captain MacDiarmid is ready. You will send a copy of this letter to the admiral and senior officer in the sounds.

I am, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Lieutenant-Commander WM. P. MCCANN,
Commanding Steamer *Hunchback*, below Washington, N. C.

Letter from Commander Townsend, U. S. Navy, to Commander Davenport, U. S. Navy, announcing arrival at New Berne, with the U. S. S. *Miami* under his command.

U. S. GUNBOAT MIAMI,
New Berne, N. C., April 14, 1863.

SIR: On the other side of this sheet you will find a copy of an order from the Navy Department directing me to transfer the command of the *Miami* to yourself and return to Hampton Roads.

Selecting such time as would bring us to Cape Hatteras by daylight, I sailed at 3 p. m. on the 7th instant, passed through the Slue of Hatteras, and before 10 a. m. on the 8th got ashore in attempting to cross the Swash at Hatteras Inlet. If the *Miami* drew only the water indicated by her marks (7 feet 9 inches), she should have passed over the Swash with some 9 inches to spare, but—settled as she is amidships—she struck very hard. On the evening of the 9th the tug *Alert* arrived from New Berne to assist us. On the following day the tug *Murray* returned from an expedition and also came to our aid. Lightning, heaving, and tugging carried us slowly from point to point, till finally, about 2 p. m. on the 13th, the *Miami* was got over into the deeper water of the sound.

I will say to the credit of Captain George Brown, harbor master at Hatteras Inlet, that it is, in my opinion, owing to his pilotage of the *Miami*, his thorough experience and knowledge of the Swash, and his

indefatigable exertions night and day, that we got over in five days. I must also speak of the excellent service rendered us by the two tugs, the *Murray* and the *Alert*. Blowing off the water from the boilers took some 20 tons of pressure from our weak spot, but it left us without motive power.

Learning that you were at New Berne, I at once headed for this place, anchored about 10 p. m., below Wilkinson's Point, started again at daylight this morning, and just now, at — a. m., have arrived at New Berne. I have given you this sketch of our trip as a matter of record.

I hasten to apprise you of my readiness to turn over to you the command of the *Miami*, in obedience to the orders of the Department.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy, Commanding.

Commander H. K. DAVENPORT, U. S. Navy,
Commanding in the Sounds of North Carolina.

Letter from Commander Davenport, U. S. Navy, to the senior officer in the Pamlico River, offering the services of the U. S. S. *Miami*.

U. S. S. HETZEL,

New Berne, N. C., April 14, 1863.

SIR: I send the *Lockwood* with this dispatch and request that you will have her sent here again as soon as possible. The *Miami* has arrived and I am ordered to the command of her. If you wish her services at Washington, or think it is necessary that she should proceed there, please let me be advised immediately and I will send her. I shall remain here myself, having just received an official letter from the commanding general, requesting my presence here for consultation.

Are you in want of ammunition; and if so, what kind?

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander.

SENIOR NAVAL OFFICER,
Pamlico River, North Carolina.

Report of Lieutenant-Commander McCann, U. S. Navy, of the shelling of battery above Blount's Creek.

U. S. S. HUNCHBACK,

Above Maul's Point, April 15, 1863.

SIR: Since the *Escort* left this place we have been shelling the battery above Blount's Creek. They replied to the *Valley City* with a rifle gun and a small fieldpiece, but soon after withdrew their guns. General Foster desired me to have this point watched closely to prevent the erection of other batteries. I will also keep a boat near Hill's Point to protect boats going up, and as soon as I have the schooners back from Washington and the launches I will send through the guns and ammunition needed above. We are getting out of 100-pounder ammunition, both shells and 10-pound charges, and Captain Behm, of the *Southfield*, wishes 200 spelter rings for the Parrott fuzes. I have read your dispatch intended for Captain Flusser, and send the *Lockwood* back to New Berne in accordance with your order. The ordnance schooner

is well supplied with all the ammunition for the gunboats except that above mentioned. There are only 40 tons of coal on board the schooner now, and we will soon want a supply.

Would be pleased to see yourself or Captain Flusser here to relieve me of the responsibility I now have. I shall do all in my power to relieve the garrison at Washington and the gunboats, but will not run the vessels here under the rebel batteries until we can drive the enemy out and occupy them. Our boats are of more service here than if they were at Washington or above Hill's Point. I trust you will excuse my writing unofficially as I am nearly worn out.

Truly, yours,

W. P. McCANN,
Lieutenant-Commander.

[Commander DAVENPORT.]

N. B.—Captain French, of the *Whitehead*, is in great want of a pilot.
W. P. M.

Report of Lieutenant-Commander McCann, U. S. Navy, giving the views of Major-General Foster, U. S. Army, regarding boats in the Pamlico.

U. S. S. HUNCHBACK,
Below Hill's Point, April 15, 1863.

DEAR DAVENPORT: I have just seen General Foster on his return from Washington, and he is very anxious to have the launches with howitzers and light-draft schooners sent to this place to enable us to keep up communication with our forces above and to supply them with ammunition. I shall comply with the general's wishes with regard to the movement of the boats here. He does not approve of the boats running the blockade or attacking the batteries until the time arrives, but to keep one or more boats near the obstructions to take care of the boats passing through and to observe closely both banks of the river and keep the enemy from erecting batteries at Blount's Creek.

Commander Renshaw, it appears, wishes all the boats to go up between Hill's Point and Rodman's. We would be out of ammunition in a few hours' fire and have to remain under the fire of the rebel batteries and not [be able to] get up to New Berne or to return again. There are no pilots here who can carry the *Southfield* or *Hunchback* up, and I think it prudent to wait here until we are ready to cooperate effectually in driving the rebels out of the batteries above and holding them. The *Escort* is about to return.

Truly, yours,

W. P. McCANN,
Lieutenant-Commander.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to assume command of naval operations at Washington, N. C.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 16, 1863.

SIR: I assign to you the command of the naval operations at Washington, [N. C.], and have instructed Commander Davenport to send the *Miami* to you immediately. I have sent, in two shipments (by the *Lenthall* and *Steelman*), 150 rounds of ammunition for each broadside gun and 300 rounds for each other gun in the sounds. I will soon send you half as much, if not as much more. Concert with General Naglee a joint

attack by sea and land to raise the blockade of Washington. The troops will be able to disembark and if necessary embark safely under the protection of your guns. You must have exact signals concerted with General Naglee, so as to cease or renew your firing at the right time; but I leave to you who are present and understand the exact situation of affairs there to devise and carry out all proper measures.

Respectfully, yours,

S. P. LEE,

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander O. W. FLUSSER, U. S. Navy,
Commanding U. S. S. Commodore Perry, Washington, N. C.

(Sent by the *Penobscot*, via Beaufort, to care of Commander Davenport. Duplicate by the *Steelman* to Washington, N. C.)

Report of Commander Davenport, U. S. Navy, regarding conference with Brigadier-General Naglee, U. S. Army, relative to means of defense.

U. S. S. HETZEL,

New Berne, N. C., April 16, 1863.

ADMIRAL: I have received your letter of the 12th instant advising that the schooner *Steelman* had been sent to Hatteras Inlet with ordnance stores. I will procure a steamer to meet her there. The *Lenthall* has arrived at Washington in tow of the *Valley City*.

I have communicated that portion of your letter which refers to the advisability of abandoning the weaker posts in the sounds to the several generals now at this place. I have had a consultation with General Naglee, and he concurs with me fully in my opinions in regard to the means to be used in the defense of this place. As soon as it shall have become evident that the services of the *Miami* can be dispensed with here, and that she is needed at Washington, she will proceed to that place. I shall retain her here for the present, however, as she is necessary to protect us from an advance from the opposite side of the Trent, as the army is short of artillery. I enclose a copy of a letter received from the commanding general, which will explain why I consider it politic for me to remain here for the present.

It is now blowing very fresh, and it is claimed that a steam tug could not go to Hatteras at present. I dislike to send a gunboat from here at this juncture.

I enclose also a letter* received from Lieutenant-Commander McCann, extracts from or a copy of which I have not time to make.

Respectfully, etc.,

H. K. DAVENPORT,
Commander, etc.

Acting Rear-Admiral S. P. LEE,
Commanding, etc.

Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Flyo, U. S. Navy, to render assistance to Major-General Foster in the evacuation of Plymouth.

Confidential.]

U. S. S. MIAMI,
New Berne, April 16, 1863.

SIR: General Foster has determined to evacuate Plymouth, N. C., after destroying all works and fortifications constructed there. I

* See p. 667.

desire that you will give him all the assistance in your power. Leave no vessels there; bring down all that you can, and escort the army as far as the upper end of Roanoke Island, where you will remain, occasionally cruising in Albemarle Sound and taking a look at the mouths of the different rivers. Keep a bright lookout in every direction. You will order the two armed schooners that were at Elizabeth City, to return to this place immediately. I wish all this done as quietly as possible. Yours will probably be the only vessel in Albemarle Sound for the present at least. Keep me informed of all your wants and movements by every opportunity. It is quite probable that I shall leave for Washington in a few days, where you had better address me. Keep a sharp lookout for a battery at the mouth of the Cashie [River].

In great haste, etc.,

H. K. DAVENPORT.

Acting Volunteer Lieutenant WM. FLYE or SENIOR OFFICER,
Plymouth, N. C.

Report of Commander Davenport, U. S. Navy, noting the arrival of reinforcements at New Berne.

Unofficial.]

U. S. S. MIAMI,
New Berne, N. C., April 16, 1863.

ADMIRAL: I have assumed command of the *Miami*, much to my regret. The *Hetzel* is much better adapted for the use of the senior officer in the sounds, and I trust you will send me a lieutenant-commander as executive officer of the *Miami*, inasmuch as her draft of water, etc., may necessitate the changing of vessels at times as circumstances may compel, and I would like to have a regular officer on board during my absence.

Your several communications per Paymaster Spalding were received, and I beg that you will understand that under present circumstances it is almost impossible to reply to them in detail. I hope that you will pardon my writing to you unofficially, but I have so much writing to do and have so much to say, or rather refer to, that I scarcely have time to put my views in official shape. Captain [Commander] Townsend, who is about to return, will give you verbally all the information of importance regarding affairs in this department. As I write I notice the arrival of a regiment to reinforce this place, and I learn that a whole brigade (not to exceed 2,500 men) has reached Beaufort from Port Royal. I also hear that no greater reinforcements may be expected from that direction. You are aware that the army is disposed to exact more from the gunboats than the latter are fitted to perform, but all that can be done by them to assist the other branch of the service will be accomplished. As has been my habit, I communicated to General Foster that portion of your letter that referred to the occupation of several unimportant positions in the sounds. It was his impression that you now, for the first time, expressed the opinion that the holding of such places was impolitic. However, upon the information conveyed in a letter from Lieutenant-[Commander] Flusser to myself, which was received this morning, he concluded to order the evacuation of Plymouth. I have directed the *Underwriter* to give all necessary assistance to the evacuating force, convoy it to Roanoke Island, and

remain thereabouts, occasionally making reconnoissances in Albemarle Sound.

Very respectfully, etc.,

H. K. DAVENPORT,
Commander.

Acting Rear-Admiral S. P. LEE, *Commanding.*

Unofficial letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Foster, U. S. Army, regarding the naval force at Washington, N. C.

FLAGSHIP MINNESOTA,
Off Newport News, Va, April 16, 1863—8 p. m.

Private.]

MY DEAR GENERAL: I have received this evening yours of the 12th instant. Flusser is in command of the naval operations at Washington, N. C., and the *Miami* is ordered there. The naval force there will be considerable. I have directed Flusser to concert a plan with General Naglee for a joint attack to raise the blockade and capture the enemy and his batteries if practicable. I have sent 300 and am sending more rounds of ammunition there. I admire your pluck and I anticipate success for you.

We have had quite an affair in the Nansemond between our flotilla and the rebel batteries and sharpshooters, the enemy having made lively demonstrations here to cross, threatening General Peck's rear. This has been done, I suppose, to prevent reenforcements from being sent from here to you. Troops are now arriving from the Potomac, and I now go to Fortress Monroe to urge that reenforcements be sent to you. The indications are that the enemy are leaving this vicinity this afternoon. I hope you have been able to hold out.

Respectfully and truly, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General FOSTER,
North Carolina.

Report of Commander Davenport, U. S. Navy, of the withdrawal of the enemy from Washington, N. C.

U. S. S. MIAMI,
New Berne, N. C., April 17, 1863.

ADMIRAL: The enemy have suddenly withdrawn from Washington. I have given the necessary orders to the gunboats. It is quite possible [that] they may strike at this place. General Foster has reconsidered his determination to evacuate Plymouth, and therefore gunboats must be kept there for the protection of the army. I had given orders for the withdrawal of all the boats; that the army should be conveyed as far as the upper end of Roanoke Island, and that the *Underwriter* should remain there, occasionally cruising in the upper sounds, looking into the rivers, etc. You may think it strange that arrivals from this place reach Hampton Roads and you hear nothing from me. The fact is that there is so much irregularity in the departure of vessels from this

department, often at a half-hour's notice, that I do not hear of it until too late. My position here is one of great responsibility and frequently of delicacy. The causes for the latter you can readily appreciate and understand. As soon as I have a moment's leisure I will reply in detail to the several letters with which you have honored me.

Respectfully, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to return with naval vessels to Plymouth, in view of Major-General Foster's continued occupation there.

U. S. S. MIAMI,

New Berne, N. C., April 17, 1863.

SIR: In consequence of a change in the state of affairs at Washington, General Foster has reconsidered his decision in regard to the evacuation of Plymouth. You will therefore return to that place with the *Southfield*, *Valley City*, and *Whitehead*. If the *Underwriter* has left, in accordance with directions given to Lieutenant Flye yesterday, you can take her back again with you. If you require any more coal in Albemarle Sound, you can take one of those schooners already sent in tow with you. Direct Captain McCann, of the *Hunchback*, to remain at Washington City for the present, and I will thank you to send the *Seymour* and *Lockwood* back here.

The withdrawal of the enemy in this manner from Washington is unaccountable to me. It may mean a concentrated attack upon New Berne, and I want light-draft steamers here.

If Renshaw does not require the services of the *Ceres* at Washington, request him to send her here.

H. K. DAVENPORT.

Lieutenant-Commander C. W. FLUSSER,
Washington, N. C.

Letter of commendation from Commander Davenport, U. S. Navy, to Commander Renshaw, U. S. Navy.

Unofficial.]

U. S. S. MIAMI,

New Berne, N. C., April 17, 1863.

MY DEAR RENSHAW: Your gallant and brave conduct has won the golden opinions of everybody; the same with Saltonstall and MacDiarmid, to whom I wish you to extend my warmest thanks. When I receive the several official reports, I shall "hoist the whole party out of their boats." You can hardly conceive the anxiety I have felt for your little command throughout the trying affair, and I heartily congratulate you in your happy issue out of all your afflictions.

If there is anything you want, let me know, and your necessities shall be promptly met.

Respectfully and most truly, yours,

H. K. DAVENPORT,
Commander.

Commander R. T. RENSHAW,
Commanding Naval Forces at Washington, N. C.

Order of Commander Davenport, U. S. Navy, to Acting Master Boomer, U. S. Navy, commanding U. S. sloop Granite.

U. S. S. MIAMI,
New Berne, N. C., April 17, 1863.

SIR: Take in what provisions, etc., may be necessary for your vessel and resume your station at Ocracoke Inlet.

Respectfully, your obedient servant,

H. K. DAVENPORT,
Commander, etc.

Acting Master E. BOOMER,
Sloop Granite.

General report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 18, 1863.

SIR: In my telegraphic dispatch to the Navy Department of 7 p. m. yesterday, I stated that General Foster had escaped from Washington, N. C.

I, last evening, received dispatches of the 12th and 16th from Commander Davenport, who is still at New Berne, where there seemed to be apprehensions of an attack.

The *Delaware*, *Valley City*, and *Miami* had arrived. Commander Davenport on the 16th instant, relieved Commander Townsend in the command of the *Miami*, which remained to aid in the defense of New Berne.

On the 14th the *Hunchback*, *Southfield*, *Valley City*, *Whitehead*, and *Seymour* were off Maul's Point in the Pamlico River below the batteries; the *Louisiana*, *Commodore Hull*, and *Ceres* were at Washington, the last named having run the batteries and received some damage. The *Hunchback*, *Southfield*, and *Valley City* draw too much water to attempt to pass the batteries.

The *Seymour* was reported disabled in her steam power and rifle.

I forward herewith a sketch sent me by Commander Davenport, exhibiting the position of the batteries on the Pamlico. (See No. 431). Commander Davenport writing on the 16th, at New Berne, says he had just had an interview with General Foster, who had just returned from Washington, N. C. "He seemed to be very sanguine of relieving Washington." Commander Davenport adds "We shall be compelled to attack those batteries with the gunboats."

I have assigned Lieutenant-Commander Flusser to the command at Washington. Commander Townsend who arrived here this morning left New Berne on the 16th and reports that a brigade of our troops had arrived at Beaufort from Port Royal.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

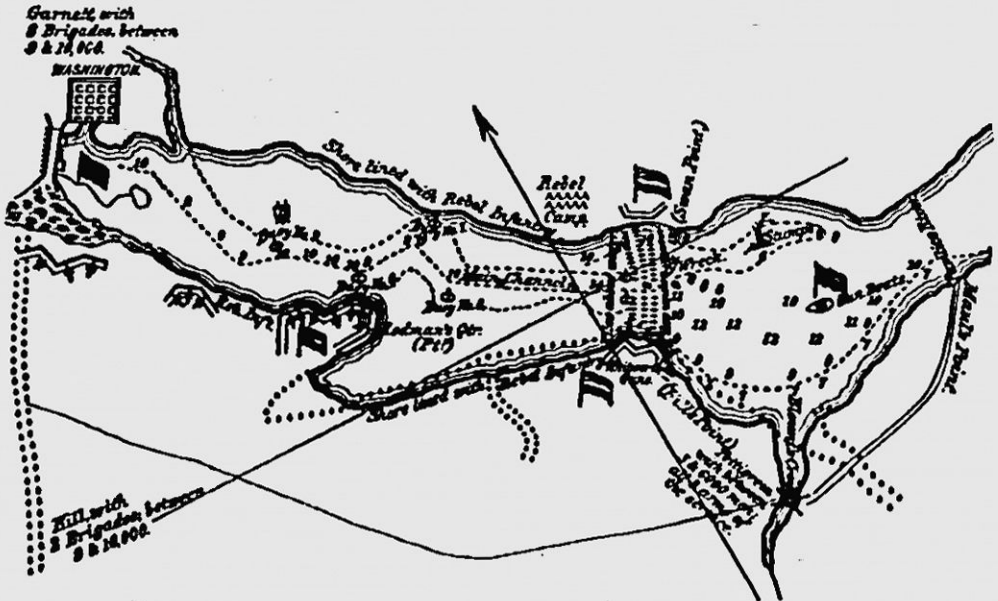
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

(Enclosure.)

It is more than probable that the positions of the batteries are incorrect as well as the shore line. I think the channel is nearly correct, as well as the number of batteries. H. K. D.

P. S.—It is quite probable that other batteries have been erected since this chart has been made. The lead pencil lines [dotted lines] within the shore line were put there by General Prince, as, in his opinion, more correct. H. K. D.



This chart is a copy of one constructed by Acting Master Wells. The notes in lead pencil [dotted lines] are by General Spinola, who was there. H. K. D.

Report of Commander Renshaw, U. S. Navy, of the withdrawal of the enemy from Washington, N. C.

U. S. S. LOUISIANA,
Off Washington, N. C., April 18, 1863.

SIR: I have respectfully to inform you that the enemy gave up their investment of this place on the night of the 16th. So soon as I am furnished with the reports of the captains of the vessels under my command a full report will be made by me.

I am, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Officer, Sounds North Carolina.

Report of Acting Volunteer Lieutenant Flye, U. S. Navy, regarding the execution of orders for the evacuation of Plymouth.

U. S. S. UNDERWRITER,
Plymouth, N. C., April 18, 1863.

SIR: Yesterday afternoon I received your communication of the 16th instant, informing me that this place was to be evacuated and directing me to render such assistance as might be in my power. I immediately

conferred with Colonel Pickett, commanding this post. He was very desirous that our forces at Winfield should be withdrawn. Therefore, at his request, I went up there last night. Upon my arrival there I found that the transport steamer *John Farron* was already there and had nearly completed the embarkation of our troops at that point. As soon as they were all on board, I set fire to all of the blockhouses, etc., and saw them thoroughly destroyed. All the public property, contrabands, etc., were removed in the *John Farron*.

I returned to this place this morning and find that the orders for its evacuation have been countermanded.

I am, sir, respectfully, your obedient servant,

WILLIAM FLYE,
Acting Volunteer Lieutenant, Commanding.

Commander H. K. DAVENPORT,
Senior Officer, New Berne, N. C.

Report of Commander Renshaw, U. S. Navy, regarding repairs to vessels.

U. S. S. LOUISIANA,
Off Washington, N. C., April 22, 1863.

MY DEAR DAVENPORT: Your very kind and complimentary letter of the 17th instant should have been answered without delay, but I really have been put to it straightening things up since our fight. MacDiarmid and Saltonstall, as well as myself, return you our thanks. If we only had the proper workmen, all repairs could be made here. There is but one part of the *Commodore Hull* that would be necessary to send north for, that is a part of her paddle wheel; a pattern could be sent on, the flange cast and sent down to her; two or three ship joiners could repair her light works; the blacksmith's work Mr. Lay could do. I have endeavored to do all in my power for the good of the Government. The energies of the enemy have been far beyond anything I could conceive. Between dark and daylight they have built a road of logs, also sandbag fort, and opened fire with 12-pounder rifle gun; this has taken place in three different places. In a swamp that you sink up to your knees to get through they put a 32-pounder in a position that to transport a great gun to appeared wonderful; but, thank heaven, everything has turned out for the best. I have understood from one of their officers, taken prisoner, that the [intention] of the enemy was to destroy the gunboats [and] then assault the town. Tell me what you have done with the launches. If I'd had [them] when the enemy's infantry guarded the [channel], they would have been taught a lesson; as [it was] they got it one night. I hope I have done all right.

Very truly, yours,

RENSHAW.

Commander DAVENPORT, etc.

Report of Commander Davenport, U. S. Navy, regarding general matters and forwarding official reports of operations.

U. S. S. HETZEL,
New Berne, N. C., April 24, 1863.

ADMIRAL: I am discharging the *Lenthall* with all dispatch. The condition of her cargo is so deranged, from the irregular manner in which

ammunition was taken from her by the vessels at Washington, that it is very difficult to select that which we require here.

Although your last order with reference to her cargo directed me to take the whole of it, I shall, in obedience to your previous order, send such as we can not use or do not want to Beaufort by rail—the X and XI inch, etc. We have had much rain since her arrival, which has interfered with the work. I sent the *Seymour* to report to you, via canal, directing Acting Master Wells to find out at Roanoke Island whether there were obstructions in the canal either by being blocked up or by the presence of guerrillas; if so, not to attempt the passage, particularly not to do [so] unless the steamer which usually ran through was still making her regular trips, and then he would follow her. By the enclosed order you will perceive that General Foster has subdivided this department and has placed a brigade at Plymouth, Washington, and some at Beaufort—I do not know how many—each under the command of a brigadier-general. I shall endeavor so to dispose of the gunboats as to aid the army as occasion requires.

I send by to-day's mail the official reports of Commander Renshaw, Acting Volunteer Lieutenant MacDiarmid, and Acting Master Saltonstall, whose gallantry was so conspicuous that nothing that I can say could enhance their merits and their claims to your most favorable consideration.

In conclusion, I trust that the course I pursued under the trying circumstances in which I was placed will meet with your approval, the more especially as it was in consonance with the views of the commanding-general left here in the absence of General Foster.

Respectfully, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron, etc.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the retirement of the enemy from before Washington, N. C.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 24, 1863.

SIR: Lieutenant-Commander Flusser, commanding U. S. S. *Commodore Perry*, under date of April 17, reporting to me that he was on his return from Washington to Plymouth, expresses his opinion that the rebels had retired from before Washington after a fifteen days' fight (in which, as he states, our loss was ridiculously small), on account of the want of provisions; but their object may have been to forage in the fertile district between the Neuse and Pamlico rivers and Albemarle Sound, and also to make a diversion.

Commander Davenport, under date of the 21st, informs me that General Foster returned from Washington to New Berne overland, having met with no resistance.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting official reports regarding the operations of the gunboats.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 26, 1863.

SIR: My No. 370 of April 3, 383 of April 7, 388 of April 9, 397 of April 11, 399 of April 12, 402 of April 12, 429 of April 18, and 453 of April 23, contained information as it was received by me from time to time regarding the operations of the gunboats in the recent demonstrations of the enemy against Washington, N. C., on the Pamlico River.

I beg leave to present herewith the official reports from commanding officers engaged in those operations, as follows:

A. Commander H. K. Davenport, commanding U. S. S. *Hetzel*, dated April 28.

B. Commander R. T. Renshaw, commanding U. S. S. *Louisiana*, dated April 18 and April 27.

C. Lieutenant-Commander W. P. McCann, commanding U. S. S. *Hunchback*, dated April 18.

D. Acting Volunteer Lieutenant J. MacDiarmid, commanding U. S. S. *Ceres*, dated April 18.

E. Acting Volunteer Lieutenant G. W. Graves, commanding U. S. S. *Lockwood*.

F. Acting Master William G. Saltonstall, commanding U. S. S. *Commodore Hull*, dated April 20.

G. Acting Master E. Boomer, commanding U. S. sloop *Granite*, dated April 27.

It appears from the official reports that the investment of Washington, N. C., by the enemy lasted eighteen days. He appeared before our intrenchments on the 30th of March and retired on the 15th of April.

The *Louisiana* and *Commodore Hull* were at the time stationed at Washington, and on the appearance of the enemy opened fire on him. On the morning of the 31st of March the rebels reoccupied their old works about 7 miles below the town, to cut off the water communications.

At 5:45 a. m. of April 1, the enemy, from Rodman's Point, about a mile and three-quarters below the town on the right bank of the river, and from a cornfield a short distance above, opened fire on the *Commodore Hull*, which had been stationed there to prevent the occupation of the point, if possible, by the enemy. The fire was returned with spirit from the gunboats.

After a sharp action of an hour and a half, in endeavoring to change her position, the *Commodore Hull* grounded, and so remained till 8 p. m., exposed to a continued and accurate fire, which she gallantly returned till her ammunition was exhausted.

Fortunately, though much cut up, the *Commodore Hull* received no vital injury.

Meanwhile the *Ceres*, *Lockwood*, and sloop *Granite*, and subsequently the *Hunchback*, were dispatched from New Berne by Commander Davenport to the relief of the besieged force at Washington, but were stopped below Hill's Point by the reestablishment of the enemy's batteries there, and by his removal of the buoys at the old obstructions.

During the siege, however, hazardous communications were opened by boats between the vessels below and the vessels above the enemy's batteries, thus conveying ammunition and dispatches. On the 3d of April the flotilla below Hill's Point was reenforced by the *Southfield*, *Whitehead*, and *Seymour* from Plymouth.

The *Louisiana*, *Commodore Hull*, and an armed transport called the *Eagle*, under charge of Second Assistant Engineer Lay and Paymaster W. W. Williams, of the *Louisiana*, as volunteers, were almost constantly engaged with the enemy's batteries opposite Washington till the morning of the 4th, when the *Ceres*, under command of Acting Volunteer Lieutenant MacDiarmid, made a gallant dash by the batteries with a supply of ammunition and joined the besieged force at Washington.

On the 6th a small naval battery of two light guns was established on shore, commanding the channel from above, to repel any attempt on the part of the enemy to attack the gunboats from that quarter by water.

On the 7th instant 112, on the 8th 107, and on the 9th 55 shot and shell were fired by the enemy on the gunboats and town without inflicting serious damage.

At midnight after the 10th, when the firing had been particularly severe, Acting Ensign Da Camara, of the *Commodore Hull*, arrived from the lower fleet with a schooner loaded with naval ammunition.

On the 12th the gunboats silenced and destroyed by their fire a battery which the enemy had erected, with sand bags and cotton bales, abreast the town, and which for several days previous had maintained an active and dangerous fire on the gunboats.

On the 13th the rebel boats, filled with infantry as pickets on the river between the forts, were driven ashore by Acting Volunteer Lieutenant MacDiarmid with a howitzer on a small schooner. On the same night the army transport steamer *Escort* gallantly ran the blockade with reinforcements for Washington, having safely passed Hill's Point under cover of the gunboats below.

On the 14th and 15th the frequent and heavy fire from the enemy's batteries was occasionally returned by the gunboats.

Meanwhile the gunboats below Hill's Point held themselves in readiness, under command of Lieutenant-Commander McCann, of the *Hunchback*, to cooperate with the troops who were there in transports, either to cover their attempt to run the batteries, to reinforce the garrison at Washington, or to land and capture the Hill's Point works; neither of which operations was attempted.

This battery, which I hear is a strong natural bank or earthwork, perforated with embrasures, was engaged six times by the gunboats without apparent effect. In view of the necessity of their presence below Hill's Point to cooperate with the proposed movements of the troops afloat and with those of the troops which started overland from New Berne with the ultimate purpose of reducing this battery, it was not considered expedient to run the blockade of the river with these gunboats.

On the morning of the 15th the steamer *Escort* returned with Major-General Foster on board, passing the Hill's Point battery under cover of our fire. Blount's Creek was watched by the gunboats and the rebel earthworks there were shelled on the 15th, causing the enemy to withdraw his guns.

The next day the enemy suddenly disappeared from his intrenchments before Washington and from his works on the river and the siege was raised.

I am proud to be able to assure the Department that the credit of the Navy has been well sustained in these operations by both officers and men.

Commander Renshaw, at Washington, and Lieutenant-Commander McCann, below in the river, conducted affairs with prudence and judg-

ment, the former in his position of severe trial exhibited energy and resource, meeting the various emergencies of the siege with promptness and decision.

Acting Volunteer Lieutenant MacDiarmid strengthened the confidence of his superior officers in his well-known zeal by repeated acts of enterprise. This gallant officer I commend to the especial notice of the Department. I hope soon to be enabled to give him a better command.

The Department has promptly and generously recognized by promotion the steady and faithful gallantry with which Acting Volunteer Lieutenant Saltonstall fought his disabled vessel for nearly an entire day against heavy odds, and his good conduct during the progress of the siege. I will be glad to have him in command of an efficient light-draft on the outside blockade, where, I think, he would render good service.

Acting Volunteer Lieutenant Graves and Acting Master [F. S.] Wells (since promoted for gallantry) are both commended for their activity and efficient services.

In conveying ammunition, supplies, and dispatches in boats under the rebel fire, Acting Ensign Da Camara, of the *Commodore Hull*; Acting Master's Mate McKeever, of the *Louisiana*, and Acting Master's Mates A. H. Hicks and Edward Austin, of the *Lockwood*, displayed excellent spirit.

Acting Master Francis Josselyn, Acting Ensigns J. O. Johnson and J. B. Da Camara, and Acting Master's Mate A. F. Haradon, of the *Commodore Hull*; Acting Master's Mate Henry W. Wells, Acting Second Assistant Engineer H. Rafferty, Acting Third Assistant Engineer John S. Harper, and Paymaster's Steward John C. Cross, of the *Ceres*, are recommended to especial notice for their good conduct and bravery in battle.

I cordially unite with their several commanding officers in recommending Acting Ensigns J. B. Da Camara and J. O. Johnson, of the *Commodore Hull*; Acting Master's Mates H. W. Wells, of the *Ceres*, and A. H. Hicks, of the *Lockwood*, for promotion.

The accompanying reports represent the casualties, as follows:

Acting Third Assistant Engineer Thomas Mallahan, of the *Ceres*, killed. One man of the *Ceres* mortally wounded, and three men of the *Commodore Hull* slightly wounded.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. S. HETZEL,

New Berne, N. C., April 28, 1863.

ADMIRAL: In answer to your letter of the 24th instant, calling for my official report of the recent affair at 'Vas'ington, I have the honor to state that upon the first information of the attack I dispatched the *Lockwood*, *Ceres*, *Granite*, and *Hunchback* to their relief, the latter taking an ordnance schooner in tow. I also directed Lieutenant-Commander Flusser to send all the boats he could spare from Albemarle Sound to Washington, keeping in view your instructions with regard to weakening New Berne and Plymouth. I directed Lieutenant-Commander McCann to exercise his sound discretion and judgment, and to cooperate with the army in such movements as should be decided upon by the commanding general.

From the official reports of Commander Renshaw, Acting Volunteer Lieutenant MacDiarmid, and Acting Master Saltonstall, which I have already forwarded, you will perceive that they behaved in a most gallant manner, and I most respectfully commend these officers and all under their command to your most favorable consideration, and I trust that Lieutenant MacDiarmid, for his zeal and bravery in running the blockade, will obtain a better command.

These reports will also give you a statement of the damages sustained by the several vessels and a list of the casualties.

Lieutenant-Commander McCann informs me that Acting Master Wells, of the steamer *Seymour*, was particularly zealous and energetic in the performance of his duty and in making the vessel under his command useful.

The pilots stated their inability to take any of the vessels up by the barricade in the absence of the buoys.

I refer you to Lieutenant-Commander McCann's report of the 18th for an account of the operations of the gunboats below Hill's Point from the 5th instant until the siege was raised.

On the morning of the 16th the *Whitehead* arrived at New Berne from Washington with the information that the siege of that place was abandoned. After becoming fully convinced that the enemy had retreated, I ordered the several vessels at Washington to resume their original stations.

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

H. K. DAVENPORT,

Commander, Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure B.]

U. S. S. LOUISIANA,

Off Washington, N. C., April 18, 1863.

SIR: I most respectfully submit to you a report of the eighteen days' investment of this place by the rebels. They appeared before our entrenchments about 8 p. m., 30th March. The fort and gunboats *Louisiana* and *Commodore Hull* opened fire on them and continued nearly an hour. When informed from shore [that] the enemy [had] disappeared, ceased firing.

A small infantry force we had sent to Rodman's farm was driven off the same night. On the 31st March I directed the *Commodore Hull* to guard that point and prevent a battery being erected, having understood one had opened fire at Hill's Point, 7 miles below, which prevented reinforcements coming through that were to follow General Foster; also manned a small schooner, giving charge to Mr. Gilbert, a citizen, who is an apt hand in such matters, to communicate with vessels below, requesting ammunition to be sent me without delay; he performed this duty thoroughly.

At daybreak, 1st April, two batteries opened fire on the gunboats and town; one at Rodman's, about $1\frac{3}{4}$ miles distant below, consisting of two Whitworth and one Parrott rifled guns; the other, one 32-pounder some distance above Rodman's. The wind blowing very fresh from the northward and westward, leaving but little water in the river, the *Louisiana* could scarcely be sprung to bring her broadside to bear on the upper battery; but the enemy's fire was returned briskly by all the boats. Between 8 and 9 o'clock a. m. the *Commodore Hull* was compelled to

change her position, but grounded after moving a short distance. Our ammunition becoming limited, and as I thought only sufficient to defend an assault on the town, which was threatened, I ordered the boats to fire an occasional shot and keep the men well secured. Second Assistant Engineer John L. Lay and Assistant Paymaster W. W. Williams volunteering to take charge of the guns on board transport *Eagle*, I directed them to do so. They have done good service and acted to my entire satisfaction. At 4 p. m. Acting Master's Mate McKeever, of the *Louisiana*, ran the blockade in a small sailboat for ammunition, the enemy's batteries firing twenty shots at him, but without effect. About sundown firing ceased on both sides. I then sent word to Acting Master W. G. Saltonstall, when he could get afloat, to put his vessel in the best position to defend the town, and as much out of range of the enemy's batteries as possible, he having been perfectly riddled, the light works only having suffered. Three of her men were slightly injured by the dismounting of one of her howitzers. Sent Carpenter Mills, of the *Louisiana*, to repair the carriage as soon as possible.

At midnight the *Commodore Hull* took position abreast the town. Mr. McKeever returned and informed me that ammunition would be sent. The 2d instant 121 shot and shells of various calibers and descriptions were fired at the gunboats and town by the enemy without doing any material damage. After consulting with General Foster I ordered that no notice should be taken by returning their fire. The enemy was busily engaged during the latter part of the day erecting batteries opposite our entrenchments.

3d instant, together with the two batteries that had been playing on us, a third one opened directly abreast of us, containing a rifled 12-pounder, distant about 600 yards. They succeeded in firing five shots, when it was silenced, our shells completely demolishing the work. The other two batteries fired ninety-eight shot and shell during the day. Our gunboats below showed themselves off Hill's Point, but soon dropped behind Swan Point.

4th instant, 7:30 a. m., the U. S. S. *Ceres*, Acting Volunteer Lieutenant MacDiarmid, commanding, arrived, having run the blockade. He was fired on at Hill's Point, but not from Rodman's or the batteries above. This act of his received universal admiration. He had ammunition for us. At 12:30 p. m., Rodman's battery being reported abandoned, the *Ceres*, with three companies of infantry on board, started to occupy that place, with orders to return if the battery had not been removed. When well toward her destination two guns opened fire; she turned to come back, but the river being so low she grounded. I immediately sent all boats to her assistance. Neither the *Louisiana*, *Commodore Hull*, nor *Eagle* could have got near her on account of low water. Fortunately no damage was done, excepting two men were wounded by the enemy's shrapel. While the *Ceres* was aground she did good work with her guns. From want of ammunition, or being deceived by her appearance, the enemy ceased firing, and all the troops, fortunately, were safely landed. I directed a scow to be sent to lighten the *Ceres*, which was promptly accomplished, and the little steamer resumed her place opposite the town at midnight.

Sunday, 5th instant, no firing from either side; the usual duties of naval vessels were performed.

6th instant, an occasional shot from 32-pounder in upper rebel battery. The enemy busy at Rodman's, building a raft and clearing the woods. About 4 p. m. an explosion at that point, followed by the burning of a large building. At 8 p. m. started a dummy down the river.

The wind being light and the tide slack, it did not arrive off Rodman's till nearly 11 p. m., when they opened fire from their battery upon it, also volleys of musketry.

7th instant, having been informed that the enemy were fitting a steamer and two flats to come down the river; also that they were well protected by cotton bales, I conferred with General Foster, and determined to build a naval battery in a position that commanded the channel above. At 10 p. m. a 30-pounder Parrott gun from the *Ceres* and a 12-pounder rifled howitzer from the *Louisiana* were in battery ready for action. The river was well protected 2 miles above by our torpedoes. One hundred and twelve shot and shell were fired from the enemy's batteries during the day at the gunboats and town without material injury. None were replied to except one in the swamp, which was immediately silenced.

8th instant, 107 shot and shell were fired at the gunboats, without damage, excepting one of the *Commodore Hull's* paddle wheels being struck and a shell exploding aboard, doing no damage.

9th instant, nothing of importance occurred; the enemy fired 55 shot and shell at us, of which no notice was taken.

10th instant, at 8 a. m., four rebel batteries opened fire on our fort and intrenchments, which were promptly answered by the fort and blockhouses. The firing continued nearly an hour without intermission. Occasional firing from Rodman's and the battery above at the gunboats and town. At midnight Acting Master Josselyn and Acting Ensign Da Camara, of the *Commodore Hull*, arrived from the lower fleet, bringing a schooner laden with naval ammunition.

11th instant, the firing at Rodman's was devoted mostly to our earthworks below the town. Five rebel batteries also opened fire on our fort and intrenchments, which continued an hour.

12th instant, finding that the enemy had repaired their fort in the swamp abreast of us with sand bags and cotton bales, I directed the gunboats to fire on it, at the same time ordering small pieces of port-fire to be put in the shells, which had the desired effect of setting fire to the cotton. The enemy, under the galling fire of the gunboats, endeavored to extinguish the flames, but their efforts proved unsuccessful. They then placed a red flag with a dark cross directly in an embrasure and left it. When we ceased firing there was but little vestige of fort or flag left. One hundred and four shots were fired during the day at the gunboats and town; the latter suffered slightly.

13th instant, our batteries on shore fired a few shots, but no response from the enemy. Rodman's and the battery containing the 32-pounder above fired 120 shots at the gunboats and town. The *Eagle* was struck twice, producing but little injury. At 5 p. m. a 30-pounder rifle gun opened fire on the *Louisiana*, one-half mile distant on the New Berne road, doing no damage except cutting some of the light rigging and blocks away, the shots mostly passing over and taking effect in the town. This gun was silenced in fifteen minutes by the *Louisiana*. During the night I directed the mastheads to be decorated with bushes to correspond with the woods, the enemy having range of us from both sides. Having understood that the rebel infantry were in the habit of keeping guard on the river below to prevent our small boats coming through, I ordered Acting Volunteer Lieutenant MacDiarmid to take any small schooner he could find, mount a howitzer, and drive the rebel pickets from the water. About 10 p. m. he encountered the rebel boats filled with infantry. After exchanging a few shots they were com-

pelled to retire, since which time they have not ventured on the river to prevent our small boats from passing up and down.

At 11:25 p. m. transport steamer *Escort* gallantly ran the blockade with reinforcements for our army.

14th instant, the enemy attempted to again raise their flag on the swamp battery. A few well-directed shells from the *Commodore Hull* tore it to pieces. At meridian, enemy opened fire with six batteries on the fort and intrenchments, which was replied to by our forces.

15th instant, same rebel batteries opened fire on our fort and intrenchments; continued forty-five minutes. The firing from Rodman's and the battery above took place at intervals during the day. After sundown the firing became more rapid and continued until nearly 10 o'clock p. m.

16th instant, deserters came in and informed us the enemy were leaving. Discovering that the guns had been removed from Rodman's Point, I ordered the *Commodore Hull*, *Ceres*, and *Eagle* to shell the point well before landing our troops. Acting Third Assistant Engineer Thomas Mallahan, of the *Ceres*, while attempting to land in one of her boats, was killed by a musket ball. The gunboats below telegraphed that guns on Hill's Point had been removed, and wished to know if they should come up. I answered in the affirmative, and afterwards ordered them not to pass Rodman's, to thoroughly shell the woods, as we wished to land troops and occupy the place. Between 4 and 5 o'clock p. m. the troops were landed, in company with the howitzer and crew of the *Louisiana*, in charge of Acting Master's Mate McKeever, after which I directed the lower fleet to return to their respective stations. With regard to their movements while lying below Hill's Point I know nothing; they had no orders to report to me; Lieutenant-Commander McCann, of the *Hunchback*, kindly forwarded ammunition, for which I have thanked him.

I forgot to mention on the 14th instant the steamer *Escort*, with General Foster on board, ran the blockade under a galling fire from six guns on Rodman's battery.

Concluding this report, I would state that the best feeling and most cheerful cooperation of the two arms of defense at Washington, N. C., made us very formidable.

I earnestly wish that Acting Volunteer Lieutenant MacDiarmid may have a better command.

Acting Master Saltonstall, of the *Commodore Hull*, has acquitted himself in a gallant and officer-like manner.

I also wish to bring before your notice Acting Master's Mates H. W. Wells, of the *Ceres*, and E. McKeever, of the *Louisiana*, for untiring assistance; Acting Master William F. Pratt, of steamer *Southfield*, was also of assistance to me.

To all the officers and men under my command, for their untiring zeal, unceasing energy, and determined bravery displayed during the siege and opposed to an enemy superior in numbers, I return my sincere and heartfelt thanks.

Ammunition expended: 105 VIII-inch shells, fuzes cut for every second up to twenty; 301 32-pounder shells, fuzes cut from one second up to twenty; 50 solid shot and 25 12-pounder shells.

I remain, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Commander H. K. DAVENPORT,
Senior Officer, Sounds North Carolina.

U. S. S. LOUISIANA,
Off Washington, N. C., April 27, 1863.

SIR: I have respectfully to inform you that since my report was made of the late siege of this place, I have discovered that the enemy burst four of his guns at Rodman's Point, two Whitworth and two Parrott rifled, the two latter marked Tredegar Works, Richmond. Some of the pieces have been found in an old well at the above-named point.

I am, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Officer, Sounds North Carolina.

[Enclosure C.]

U. S. S. HUNCHBACK,
Off New Berne, N. C., April 18, 1863.

SIR: I respectfully submit the following report of the movements of this vessel since the 4th instant:

Early on the morning of the 4th instant I proceeded to the Pamlico River with the ordnance schooner [*C. S.*] *Carstairs* in tow, but in consequence of a gale in the sounds did not reach the squadron of gunboats and transports at anchor below Hill's Point until 3 p. m. on the 5th.

Having anchored about 3,000 yards from the point, we observed the rebels at work upon the battery and commenced shelling them with 100-pounder rifle and IX-inch guns, the other boats joining in, while the enemy returned a deliberate fire from a Whitworth rifle, their other guns, two Napoleons and a 20-pounder rifle, remaining silent.

I consulted Generals Prince and Spinola, and ascertained that they had abandoned the intention of landing troops from the transports to cooperate with the gunboats in occupying this point, but had determined to run the batteries with the steamers *Phoenix* and *Allison*, each with a schooner in tow, crowded with troops. The pilots were doubtful of finding the channel, and four hours after the time agreed upon for us to cover the passage of these vessels through the blockade not a vessel was in motion, and this plan was ultimately given over.

The pilots still hesitate about getting us through the spillings without the buoys being down, and they had been removed.

If there had been no other objections to running the gunboats past the batteries at Hill's and Swan points than our inability to silence them, I could not see the advantage gained in placing them between the batteries at Hill's and Rodman's points, but by remaining near Blount's Creek until the army was ready to occupy these points we could have had the use of all the boats to cover the land forces in crossing the creek and to fight the batteries above.

Your order of the 9th instant to be on the lookout for General Spinola's expedition marching overland from New Berne to drive the enemy across Blount's Creek for the purpose of afterwards capturing Hill's Point battery was another reason for not running the blockade.

We engaged the Hill's Point battery three times without silencing it, and on consultation with the commanding officers it was deemed improper to attempt to run the gunboats through toward Rodman's until a demonstration was made by the army. I trust my action in this instance has met your approval as well as Commander Renshaw's.

On the 7th instant, at 3 p. m., we again attacked Hill's Point battery, which returned our fire as before.

In accordance with your order, we have furnished every facility for the supplying of ammunition and provisions at Washington; we have done all in our power to execute the plan of the general.

On the 11th instant General Palmer arrived in the *Escort* with the intention of running her past the batteries with reinforcements and ammunition for Washington. On the morning of the 12th instant the general had determined to run her through by daylight. At 5 o'clock we engaged the battery while the *Escort* was lying by, all ready to start up should we succeed in silencing the enemy's guns. They returned a steady fire from a rifle gun for thirty-five minutes, when the general concurred with me that it was not prudent to endeavor to run her up at daylight. The attempt was made at night, but a dense fog again prevented a further movement. However, at 9 o'clock p. m. on the 13th instant the *Escort* ran past Hill's Point in safety, under cover of the gunboats.

At 10 o'clock heard heavy firing from Hill's Point and Swan Point batteries. I went up in the *Whitehead* near the obstructions, but seeing no vessels on the blockade returned to the anchorage. Soon after Mr. McKeever came on board in a cutter and informed me that Captain MacDiarmid was under the battery in a schooner, becalmed. I sent the *Whitehead* up and brought her down.

At daylight on the 15th instant I discovered the *Escort* coming down, and ordered the gunboats to move up and engage the battery while she passed. A heavy fire was opened upon her from the upper guns on the bluff but there was no reply to our firing.

General Foster desired me to observe the movements of the enemy near Blount's Creek. I sent the *Valley City* in to shell the earthworks there, when the enemy opened upon her with a rifle gun and light field-piece. The *Hunchback*, *Southfield*, and *Whitehead* opened upon them, when the enemy withdrew his guns.

On the morning of the 16th, the steamer *Eagle*, of the upper squadron, was seen firing at Rodman's Point, and there being no reply, I sent the signal officer on board the *Southfield* to open communication with Washington. It was soon reported that the enemy was retiring from the siege. I then steamed up near Hill's Point, but found it deserted. Commander Renshaw signaled us to go up to Washington, as the enemy, except infantry, at Rodman's farm had retreated. At 3 p. m. we anchored off Rodman's Point, followed by the *Southfield*, *Whitehead*, and *Seymour*, and shelled the woods and earthworks there.

I communicated with Commander Renshaw, stated my reasons for not running the batteries on my arrival below. He replied that what I had done was satisfactory, and ordered me to return, in accordance with your orders, to New Berne.

I arrived here with the vessel, and the *Seymour* in tow, at 6 o'clock this morning.

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

W. P. McCANN,

Lieutenant-Commander, U. S. Navy.

Commander H. K. DAVENPORT, U. S. Navy,
Senior Naval Officer, Sounds of North Carolina.

[Enclosure D.]

U. S. S. CERES,

Off Rodman's Point, Pamlico River, April 18, 1863.

SIR: In obedience to orders received from Commander H. K. Davenport, I left New Berne about 11 p. m. on the evening of the 1st instant

to report to the senior officer at Washington, N. C.; arrived in the Pamlico River about 4 p. m. on the 2d instant, conferred with Brigadier-General Prince, commanding the military forces on board the transports below Hill's Point, and Acting Volunteer Lieutenant G. W. Graves, commanding U. S. S. *Lockwood*. At the request of General Prince I fired nine rounds from the forward 30-pounder Parrott gun at the battery on Hill's Point. The enemy did not reply. At 8 p. m., dispatched three boats with 32-pounder ammunition for the garrison at Washington. They returned at 4:30 a. m., 3d instant, with a bearer of dispatches for the army and a communication from you to myself. The pilot of the *Louisiana* accompanied them with a request from you that I should lay the buoys in the channel if possible that night, the enemy having removed the buoys a few evenings previous. About 2:30 p. m. U. S. steamers *Southfield*, *Whitehead*, and *Seymour* arrived. At 3:15 p. m., in obedience to orders received from Acting Volunteer Lieutenant C. F. W. Behm, got underway, in company with U. S. steamers *Southfield*, *Whitehead*, and *Lockwood*, to attack the battery on Hill's Point. Proceeded within easy range of the battery and commenced firing. 4 p. m., in obedience to signal from the *Southfield*, ceased firing. 8:30 p. m., took five boats in tow, loaded with ammunition, and towed them as far as the obstructions in the river. The boats proceeded toward Washington, after which, in company with Acting Master F. S. Wells, commanding U. S. S. *Seymour*, and the pilot of the *Louisiana*, placed two buoys in the channel where the obstructions had been removed. Midnight, went alongside transport steamer *Thomas Colyer*, and took on board as much ammunition as I could carry without seriously reducing the speed of the vessel. 3 a. m., 4th instant, started to pass the battery on Hill's Point. 3:30 a. m., when abreast of the battery, enemy opened a heavy fire on us, but fortunately without effect. 4 a. m., came to anchor 2 miles below the battery on Rodman's Point. As the pilot was not willing to pass the battery in the night, owing to the intricate channel between Rodman's Point and Washington, dispatched the cutter, in command of the executive officer, to inform you that the *Ceres* was below Rodman's Point, and to request that you would open fire on the battery while we were passing it. 6 a. m., got underway and proceeded toward Washington; opened fire on the battery as soon as the guns would bear on it; passed it without receiving a shot from the enemy. 7 a. m., arrived alongside U. S. S. *Louisiana* and reported to you; delivered ammunition to the gunboats and garrison.

At 12:30 p. m. went alongside the wharf at Washington and took on board a detachment of troops for the purpose of occupying Rodman's Point; 1 p. m., got underway and proceeded toward the point. When about 1,200 yards off the point, the enemy opened fire with two guns upon us. While endeavoring to turn around in the channel the vessel, owing to the narrowness of the channel and the lowness of the tide, unfortunately grounded; returned fire from the after Parrott 30-pounder; owing to the crowded state of the vessel with troops, could not fire as rapidly as we could have done had the decks been clear. Small boats from Washington came promptly to our assistance; transported the troops to the Washington side as rapidly as possible. After landing the troops, opened fire upon the battery with both rifled guns and a 24-pounder Dahlgren howitzer. At 4 p. m. a shell from the forward 30-pounder Parrott gun, fired by Acting Master's Mate H. W. Wells, dismounted one of the enemy's guns. They immediately ceased firing and drew their other gun out of battery to another embrasure. 8 p. m., a scow came down to our assistance; discharged everything on board, with the exception of ammunition and guns, that would have a tend-

ency to lighten the vessel. At 11 p. m. vessel floated; proceeded toward Washington; grounded again, but succeeded in working off, and arrived at Washington at 2 a. m., 5th instant. April 6, no firing. April 7, dismounted the after Parrott 30-pounder gun and mounted it in a battery on shore to command the approaches from Pactolus. Detailed a gun's crew under command of Acting Master's Mate H. W. Wells and Acting Third Assistant Engineer John S. Harper to fight it. April 8, 8:30 a. m., enemy opened fire from Rodman's Point, a 32-pounder abreast of the fleet, and a gun in the swamp. Gunboats succeeded in silencing the swamp battery, it only firing twice. April 9, 11 a. m., enemy opened fire from Rodman's and the 32-pounder. None of their shots struck this vessel. April 10, 9 a. m., enemy's batteries opened on the fort outside the town, the battery at Rodman's firing occasionally at the fleet; during the afternoon enemy keeping up a continuous fire from Rodman's Point and the 32-pounder. April 11, during the afternoon, enemy firing from Rodman's Point and the 32-pounder. April 12, fired three rifled shot at the battery in the swamp. April 13, battery on Rodman's Point opened fire on the fleet. 3:30 a. m., enemy opened fire with a rifled 30-pounder gun apparently from the crossroads; returned fire; presume that the gunboats silenced it, as they ceased firing immediately after we had opened fire on it. April 14, occasional firing from Rodman's Point and the 32-pounder gun. April 15, enemy opened a heavy fire upon the gunboats from Rodman's Point and the 32-pounder, doing very little damage. April 16, 9 a. m., received information that the enemy had raised the siege. In obedience to your order got underway and proceeded toward Rodman's Point; anchored about 400 yards from the battery. Sent a boat under command of Acting Master's Mate Harry A. Hudson to reconnoiter. When about 100 yards from the vessel four companies of sharpshooters opened a fire of musketry, killing instantly Thomas Mallahan, acting third assistant engineer; opened fire on the enemy immediately with shell and shrapnel. This fire was kept up for about twenty minutes, when the enemy beat a hasty retreat. Proceeded toward Washington and took on board a detachment of the Fifth Rhode Island Volunteers; from thence proceeded to Rodman's Point and landed them. April 17 took on board the after 30-pounder Parrott gun and mounted it. 5 p. m., took on board two buoys; got underway and laid them in the channel between Rodman's Point and Washington. Anchored off Rodman's Point in a position to command the approaches to it. I beg to call your particular attention to the gallant conduct and cool bravery displayed by Acting Master's Mate Henry W. Wells. No commanding officer could have been better supported than I was by him. I hope the Department will make him an acting ensign. My thanks are due to Acting Second Assistant Engineer Hugh Rafferty, Acting Third Assistant Engineer John S. Harper, and Paymaster's Steward John C. Cross for the faithful performance of their duty under very trying circumstances. The crew have received my thanks. I have to report the following casualties:

John M. Smith, seaman, mortally wounded April 4 (since dead).

Thomas Mallahan, acting third assistant engineer, killed April 16.

The damage done to the vessel is trifling. Subjoined is a list of ammunition expended.

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

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Ceres.

Commander R. T. RENSHAW,

Senior Naval Officer, Washington, N. C.

[Subenclosure.]

U. S. S. CERES, *April 18, 1863.*

SIR: I have the honor to submit the following report of ammunition expended during the siege of Washington, N. C. :

30-pounder Parrott gun.

April 2, 9 30-pounder Parrott shells.
 April 3, 9 30-pounder Parrott shells.
 April 4, 50 30-pounder Parrott shrapnel shells; 46 30-pounder Parrott shells.
 April 7, 3 30-pounder Parrott shells.
 April 12, 2 30-pounder Parrott shells.
 April 13, 3 30-pounder Parrott shells.
 April 15, 2 30-pounder Parrott shells.
 April 16, 23 30-pounder Parrott shells.

For 24-pounder howitzers, fixed ammunition.

April 4, 21 shells; 24 shrapnel.
 April 7, 1 shrapnel.
 April 13, 5 shrapnel.
 April 16, 15 shrapnel.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Ceres.

Commander R. T. RENSHAW,

Senior Naval Officer, Washington, N. C.

[Enclosure E.]

U. S. S. LOCKWOOD,

Off New Berne, N. C., April 7, 1863.

SIR: In obedience to your order I proceeded on the afternoon of the 31st ultimo to Washington, N. C., with dispatches. About 4 o'clock on the morning of the 1st instant passed the army steamers *John Farron* and *Emilie*, with two schooners. At 9 a. m. same day I arrived at the obstructions in Pamlico River, about 6 miles below Washington. I found the buoys had been removed, and abreast of me, on the port hand, I discovered the old earthwork on Hill's Point had been reoccupied by the enemy, who had five pieces of artillery mounted. I should judge I was about 1,000 yards distant when I first discovered their position. I dropped down the river about half a mile and came to anchor. After remaining about half an hour, without any demonstration from the battery, I got underway and proceeded to the army boats. After a brief consultation with Brigadier-General Spinola, I returned to within three-fourths of a mile of the battery and opened fire upon it, without eliciting any reply. Their object seemed to be to get my vessel between the two lines of spiling before they made any demonstration. During the afternoon I received two of the general's aids on board, who had dispatches for General Foster, and ran up as far as the obstructions. Here I manned a small boat I had brought for the purpose with five of my men, directing them to pull past the forts under cover of my fire, which they accomplished successfully. About dusk received from the *Farron* 20 kegs powder and 370 32-pounder shells, intending to run

past the battery and supply the boats at Washington when an opportunity should offer. On the morning of the 2d instant, in company with the army tug *Allison* and sloop *Granite*, which I had in tow, I moved up to within 1,200 yards of the battery and again opened fire with my 32-pounder and 12-pounder rifle. After five or six shots I succeeded in drawing their fire, which was directed with great accuracy, their two out [of] four shots hitting me, the first through the pilot house and smoke-stack, about 3 feet above the steam chimney, the second through the engine room, striking the steam pipe and steam chest, and glancing from there to the hurricane deck, fortunately doing no great injury. After exchanging a few more shots with the enemy, the *Allison* showing a disposition to keep out of range, and being fettered with the sloop in tow, I hauled off and came to anchor about 9 a. m., distant about 3,000 yards from the fort, as I estimated by the range of my 12-pounder rifle and the *Granite's* rifle. I then proceeded to load my boats with the ammunition received the night previous, in order to run them up to our forces in Washington, my two boats, together with one from the sloop, carrying 96 rounds 32-pounder shell and 10 kegs powder. Acting Master's Mate A. H. Hicks was placed in charge. As the boats were about to shove off, the lookouts reported men in an old deserted battery on the starboard shore. I thought it prudent to wait until dark, in order to insure the safe passage of the boats. At 5 p. m. the U. S. S. *Ceres* arrived. I immediately communicated with Acting Volunteer Lieutenant MacDiarmid, who approved of my project and sent me one of his boats. The ammunition was safely delivered, and the boats returned 4 o'clock the next morning, having been fired upon with artillery and small arms from both sides of the river without effect. In performing this dangerous and arduous service, Acting Master's Mate Hicks has added to his already acquired reputation as a cool, trustworthy, and brave officer, and I recommend him to your favorable notice for promotion. Enclosed I forward list of the men who volunteered for this service, and whom, I think, ought to be rewarded in some way. On the 3d instant, about 2 o'clock in the afternoon, we were reenforced by the gunboats *Southfield*, *Whitehead*, and *Seymour* from Plymouth. After a consultation, moved up to the battery with our fleet and fired about forty rounds, when the signal was made to cease firing, and the boats were heading down the river. The fort, which had remained silent under our fire, replied with three shots, none taking effect. At 7 p. m. sent my small boat, in charge of Acting Master's Mate Edward Austin, with 56 rounds 32-pounder shell, to Washington. He performed his mission successfully, notwithstanding the enemy's attempts to prevent by firing upon him with artillery and musketry. On the 5th instant commenced taking in ammunition, about 3 a. m., for use of our forces at Washington. Having as much as we could conveniently transport, I took in tow transport schooner, having on board about four companies of infantry, six pieces of artillery, and a large quantity of ammunition. Designing, in accordance with orders the night previous, to run past the batteries while the balance of the boats engaged them, ran up to the *Southfield* and reported, when the order was countermanded, and I was instructed to return the troops to the transports. Late in the afternoon my boiler commenced leaking to such an extent as to put out the fires. I ordered the engineers to blow out the water and repair it temporarily with all possible dispatch, and my thanks are due to Acting Second Assistant Engineer Jos. T. Newton and Acting Third Assistant John T. Miller for the energy and promptness they displayed in complying with my orders. At 9 p. m. had steam again. On the 6th instant received a supply of

ammunition from Gunner E. A. McDonald for the use of this vessel; 8 p. m. received orders to proceed here from Senior Officer W. P. McCann.

Very respectfully, your obedient servant,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

Commander H. K. DAVENPORT,

Senior Officer, Commanding Naval Forces,

Inland Waters and Sounds, North Carolina.

Ammunition expended: 73 32-pounder shell, 65 12-pounder (rifle) shell, 7 12-pounder (smoothbore) shrapnel.

[Subenclosure.]

List of men who volunteered their services to forward ammunition past the batteries on Pamlico River, North Carolina, for the benefit of our forces in Washington.

U. S. S. LOCKWOOD, *April 7, 1863.*

Walter Thompson (twice), George S. Long, William Wilbow, Peter Peterson, seamen; L. Lawson, J. Purcell, H. Vincent (twice), T. Staynor, ordinary seamen; James Kelley, landsman.

Very respectfully,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

[Enclosure F.]

U. S. S. COMMODORE HULL,

Off Hill's Point, Pamlico River, April 20, 1863.

SIR: In accordance with your instructions and the wishes of Major-General Foster, I got underway in this vessel at 1:30 p. m. of March 30, 1863, and dropped down river for a distance of half or three-quarters of a mile to a position where I could command with my guns the high land in the rear of the town, which I was directed to shell in case of the expected attack taking place. At a few minutes before 8 p. m., the signal of attack being made from the fort, I commenced firing from both my 30-pounder Parrott rifles upon the rear hills and roads leading into town, and so continued to do for fifty-five minutes, when I received orders from you to reduce my fire to one shot every half hour, which I continued to throw for two or three hours, when all becoming quiet on the town side, I ceased firing in that direction, having discharged thirty-eight rounds. At 10 p. m. I heard musketry and howitzer firing on the opposite side of the river, up the road leading from Rodman's Point, where Captain Lyon's company of North Carolina volunteers had been stationed with orders to hold it at all hazards. I assisted him with a few howitzer shrapnel from time to time.

Tuesday, March 31, 1863.—At 2 a. m. saw a flatboat, similar to that in which Captain Lyon had gone down, approaching my vessel. Sent a boat to communicate, which, returning, reported that our forces had been driven from the point by the enemy and been obliged to embark. Captain Lyon, however, announced his intention of returning to the point at dawn to ascertain the position of affairs. It rained very hard all the morning, and just at dawn musketry and howitzer firing was heard at the extreme point, and I soon distinguished the flatboat just clear of the land, sustaining and returning a very heavy fire. I immediately shelled the point, when the enemy hastily retreated, and the boat crossed the river. I sent a boat to her relief in charge of a master's

mate, who returned about noon, having been unable to tow the flat up river against the strong wind and tide. He also reported that the boats had been fired upon from a battery established during the night at Hill's Point, some 5 miles below, on the right river bank, opposite the barricade. Captain Lyon had assured him that, had it not been for the assistance of our shells in the morning, his whole force would have been killed. The afternoon and night passed quietly, with the exception of an occasional shell thrown at Rodman's Point whenever I observed anyone there. Your order, received during the afternoon, to proceed down river and shell the battery at Hill's Point, I was unable to obey, owing to the extreme lowness of the water on the bar just below me, there being only $6\frac{1}{2}$ feet while this vessel was drawing 8. During the night of Tuesday and morning of Wednesday, April 1, I kept as sharp a lookout as possible on Rodman's Point and at early dawn sent a boat to ascertain the depth of water in the channel with a view to carrying out your orders of the previous day with regard to Hill's Point, and with orders to approach as near as practicable to Rodman's Point to ascertain if any change had been made there during the night.

At 5:45 a. m., just as my boat had regained the vessel, we were suddenly and warmly attacked from a battery of apparently four guns erected on Rodman's Point, at a distance of about 900 yards, and immediately afterwards by two fieldpieces stationed in a cornfield on the right bank of the river, on my port quarter, at a distance of between 700 and 800 yards. At once went to quarters and as warmly returned the fire from my after pivot gun on the Rodman's Point battery, and my forward pivot and the two port howitzers on the battery in cornfield. The after starboard howitzer carriage was disabled by the first shot of the enemy's striking it at the fighting bolt and smashing it badly.

After using the after port howitzer for awhile, the slide got broken by the excessive recoil of the piece. I therefore shifted the gun and slide of one to the carriage of the other. I also transported my starboard forward howitzer aft to the port side, but a casting which I had had made here broke at the first fire, rendering it useless. Assisted by the fire of the *Louisiana* and *Eagle* (army boat), we soon caused the battery in the cornfield to cease firing, and change position to their right, thus relieving me a while from their fire, which was, however, soon renewed again. The action continued very hot for upwards of an hour and a half on both sides, when I found they had obtained my range so accurately that every shot was coming on board from Rodman's Point, and from our position, raking us, while the cornfield battery caused us to be in a bad cross fire. I therefore reluctantly concluded to get underway and try to change my position and their range, though I feared from the extreme lowness of the river and my position between two shoals that it would do me but little good, as their guns at Rodman's Point seemed all rifled, with apparently one or two Whitworths among them, and a 20-pounder Parrott. Still fighting my after pivot, I got up anchor and steamed up the channel for 150 yards, when the vessel touched on the sand shoal, and being unable to back her off, and the water still falling fast, she remained a fixture there for the rest of the day, soon being in 7 feet water. The tide, owing to the strong N. W. wind, unfortunately for us, was unusually low on that day. I now lay with our stern toward the Rodman's Point battery, and the cornfield battery well on my port quarter, the latter soon changing so far aft that I could bring no guns to bear on it with much effect, except the after pivot, which was busily engaged with the other battery. This

was served with great coolness, precision, and good effect, I believe, until 12.30 p. m., when my rifled ammunition was all expended, I having fired 159 shell and shrapnel since the commencement of the engagement. As I could do no more fighting, there being no more ammunition to be had for my large guns, and my howitzers being of no use, as I was unable to train them, I was most reluctantly compelled to cease firing and send the men below to be as much as possible out of danger, while I went up to report the state of affairs to you, and was directed if possible to obtain a pilot who could take me down river when the water rose (my own being perfectly useless from fright), proceed to New Berne, get more ammunition, and return as soon as possible. I tried in vain to find a pilot; no one would go, and had they been willing, said it was impossible to succeed, as the buoys on the barricade had been removed. I was, therefore, obliged to abandon this plan, and returned on board to find the concentrated fire from the two batteries hotter and more accurate than ever, and the cross fire cutting the vessel up very badly. It seemed as if they wished to complete our destruction that night, for they did not direct a shot at any other object. From 5 to half past 5 p. m. I counted twenty-five shot and shell thrown at the vessel, twelve of them taking effect; yet, strange to say, that during the day she was not vitally injured in any part; her machinery, boilers, steering apparatus, and guns, with the exception of one howitzer, remained untouched, and though the decks and cabins were strewn with splinters and fragments of every description and everything above decks was more or less affected, only three men were wounded, and only one of those seriously, but not dangerously, by the fragments of muskets, caused by a shot striking the rack and breaking eight of them. The most serious injury the vessel sustained was the shooting away of two of the king-posts, causing the large iron cross braces to come down on deck, thereby getting the shaft considerably out of line. The Whitworth solid shot pierced through the iron plates about the boat and pilot houses as if they had been of paper, and one shattered the fresh-water condenser. The light planking of the sponsons outside was very badly cut up, but no shot had penetrated into the hull and she did not leak; the smokestack was riddled and its braces almost all shot away. My lying stern on, I think, happened providentially, as the boat presented a much smaller mark for the enemy, and the sponson planking broke the force of the shot below the deck without damaging the hull itself. At dark, the firing, which during the afternoon had been almost all upon our side, ceased, I firing the last shot (which I had reserved) for the day, and about 8 p. m., the wind having moderated and the water in the river come up enough to float us, I moved up to my old anchorage, abreast of the lower part of the town. Upon examination, I found that the vessel had been struck over ninety separate times, but through God's mercy we escaped destruction and death, or even very serious injury. My crew, after the first few minutes at the commencement of the action, behaved remarkably well for men unused to the business, as many of them were, and my officers, especially those on the after deck, who had most of the fighting to do, viz, Acting Ensign Da Camara and Acting Master's Mate Haradon, behaved with coolness and bravery, showing in their own conduct an admirable example to the men. By your directions, I sent Acting Ensign Da Camara down river in a small boat with six men and important dispatches for New Berne. He passed safely through the blockade, and did all in his power to forward them to New Berne with dispatch, for, finding no steamer going, he put out

into the sound in a heavy gale and was only saved from swamping by the timely assistance of the *Ceres*, which brought him back to the lower fleet, when a steamer conveyed him to New Berne. He returned at once in the gunboat *Hunchback*, and subsequently brought through the blockade a schooner loaded with ammunition. He is deserving of promotion. On my arrival in town, I procured some cotton bales with which to protect my crew at the guns.

Thursday, April 2, 1863.—All was quiet until the afternoon, when I fired a few shell unexpectedly found in town at an earthwork being thrown up by the enemy in the cornfield on the right bank of the river, near the battery of yesterday. Toward sundown they completed it, and fired a few light rifled shell to get our range, which they soon did with accuracy.

Friday, April 3, 1863.—Finding last evening that the battery in the field was likely to do us some damage by its fire, to which I could make no reply, being entirely out of rifled ammunition, I deemed it prudent to haul the vessel ahead at daylight, to bring the little island in the river, abreast of us, between the vessel and battery. I had scarcely done so, when, at 6 a. m., an earthwork mounting one gun, a 12-pounder, opened upon us at a distance of 650 yards, directly abreast of the vessel, in the swamp on the right bank of the river, it having been placed there during the night. The first shot entered the ward-room and passed out of the vessel through my cabin, on the other side; the second, a shrapnel, entering at the water line and exploding in the fire room. I at once replied from my two port howitzers, assisted by the *Eagle* and *Louisiana*, and a lively fire ensued. This vessel was struck six times, the shell frequently going through, or exploding inside. I soon obtained the exact range, bursting the shrapnel at every discharge directly over the breastwork, making it dangerous to load their gun. The enemy inside remained under cover of the work, scarcely ever showing themselves after the first hour, until 10:30 a. m., when they suddenly left, and retreated up the road. A sharp lookout was kept during the day, and whenever any movement was observed, a shell was fired. By your orders, I kept up an occasional fire in that direction during the night. Between 9 and 10 p. m., four boats arrived from the lower fleet, bringing ammunition for us.

Saturday, April 4, 1863.—At daylight, could see nothing of the gun in swamp battery; observed the U. S. S. *Ceres* coming up from below, and when abreast of Rodman's Point, I opened fire on the works there with my rifled guns at a distance of about a mile, as did the *Ceres* and army boat *Eagle*. No response was made by the enemy to our fire, and she arrived safely, bringing us additional ammunition. About noon the *Ceres* passed down river again with two companies of the Forty-fourth Massachusetts Regiment Volunteers, intending to land them at Rodman's Point in case the enemy had vacated, which, from their silence in the morning, it was thought they might have done. As soon, however, as she got abreast of the point, the batteries suddenly opened, and in trying to return, she got aground. I instantly opened fire from my after pivot gun, and at once dispatched my two cutters and gig to assist in conveying the troops on shore, and rendering her all possible aid. Toward 4 p. m., the fire of the enemy ceased, as did mine. About sundown fire was opened at this vessel from the battery in cornfield, which had become a very substantial work. I replied only occasionally, ammunition being scarce; their fire was very accurate.

Sunday, April 5, 1863.—The day passed quietly, without action on either side.

Monday, April 6, 1863.—Generally quiet to-day. I did not fire, and was not fired at. Acting Master Josselyn, my executive officer, ran the blockade of the river after dark with a cutter and eight men.

Tuesday, April 7, 1863.—During the day this vessel was continually fired at from all the rebel river batteries. We only replied to the one in the swamp, abreast of us, which was soon silenced. A 32-pounder gun has been placed in the cornfield battery, which threw solid shot at us, one of which came on board, striking and going through quarter-deck, and thence glancing up and going out through the hurricane deck; another struck the water, just under port counter, and, glancing, struck the vessel just at the water line, inflicting a bad wound, but not going through. The enemy fired ninety-six shot, mostly at this vessel, as she was nearest them.

Wednesday, April 8, 1863.—The river batteries again opened upon us, firing solid shot and shell. As during yesterday, I only replied to the swamp battery, which was soon silenced. The vessel was struck twice by solid 32-pounder shot, one striking the port paddle wheel, breaking the arms and floats, and badly cracking the flange; a 20-pounder Parrott shell struck the berth deck and exploded, doing no great damage.

Thursday, April 9, 1863.—A comparatively quiet day, a few shot only being fired at us from the lower batteries, to which I made no reply, reserving my ammunition for closer action.

Friday, April 10, 1863.—Acting Master Josselyn and Acting Ensign Da Camara arrived during the night from the lower fleet, the latter bringing through a small schooner loaded with navy ammunition. Mr. Josselyn started with a similar one, but subsequently returned to the lower gunboats, the wind dying out, and came up in the cutter, bringing some army officers and dispatches. This vessel, though frequently fired at, was not struck. Sent a boat in charge of an acting master's mate down river at night by your orders.

Saturday, April 11, 1863.—No action on our part, and the gunboats undisturbed by the enemy's fire, it being all directed at our shore battery.

Sunday, April 12, 1863.—Acting Master's Mate Wilkinson returned safely from below, bringing dispatches for General Foster. By your advice I opened fire at 8 a. m. from my rifled guns upon the swamp battery abreast of us, which had been very much built up and strengthened during the night by sand bags and cotton bales, having two embrasures, but then mounting no guns. Our practice was excellent, a dozen well-directed shell injuring it very badly, throwing over and bursting the bales, setting the cotton on fire, and rendering the work a ruin. Continued firing occasionally during the rest of the day and night at it, as I thought they were at work there.

Monday, April 13, 1863.—The usual large amount of firing in front of the town and from the river batteries at the vessels occurred, the latter generally averging about 100 shots per day. At 11.30 a. m. we were struck by a 20-pounder parrott shell on the starboard side of the after pilot house, carrying the woodwork entirely away and bursting on deck; set some of the broken wood on fire, which was soon extinguished. The projectiles would frequently ricochet over us, barely clearing the vessel. I fired occasionally at the swamp battery to keep all out of it. Transport steamer *Escort* and two schooners arrived from lower fleet safely with stores and ammunition, having passed through a very heavy fire.

Tuesday, April 14, 1863.—Very much the same state of things as yesterday, we being subjected to the usual daily fire without returning it.

I fired a few rifled shell at the swamp battery, where the enemy had erected a flag. It soon fell over, torn to pieces. All quiet during night.

Wednesday, April 15, 1863.—Firing at us going on all day at intervals, continuing sometime after dark, but without serious effect and without eliciting reply.

Thursday, April 16, 1863.—At 10:30 a. m., the enemy having apparently withdrawn the guns from all their batteries, I proceeded, in obedience to your orders, but with difficulty, owing to the low water and ignorance of my pilot, to within 1,000 yards of Rodman's Point and joined the *Ceres* and *Eagle* in shelling the works there. After an hour and a half, our fire not being returned from cannon, I went back with the other boats to town. In the afternoon, the lower fleet coming up, shelled the point, and late in the day it was occupied by our troops.

Friday, April 17, 1863.—At 1.30 p. m., by your orders, got underway and proceeded to off Hill's Point, of which our troops had taken possession during the day, with directions to remain there for their protection, until further orders.

I will now close this necessarily very long report, covering a period of eighteen days. Accompanying it are reports of ammunition expended and received and of the injuries received by the vessel.

I can not close without speaking in the highest terms of my crew. They have worked bravely and willingly throughout the long siege, and though exposed to constant danger and many discomforts from the dilapidated condition of their quarters, caused by the enemy's shot and the impossibility of having a fire in the galley, we being so often in action, they never murmured, but were always ready for duty, night or day. To my officers, viz, Acting Master Francis Josselyn, Acting Ensigns J. O. Johnson and J. B. Da Camara, jr., and Acting Master's Mate A. F. Haradon, I am also much indebted. They showed throughout an earnest desire to do their duties and to defend the vessel and town to the last. It would give me pleasure to see the two ensigns promoted to acting masters, as they are fully competent. Mr. Haradon had resigned a few days previous to the actions. The vessel, though struck altogether 108 times, and needing repairs very much, can still be of service. Through God's mercy I have no deaths to record, and of the three men wounded in the action of April 1, two are again on duty and the third soon will be.

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

W. G. SALTONSTALL, U. S. Navy,

Acting Master, Commanding U. S. S. Commodore Hull.

Commander R. T. RENSHAW, U. S. Navy,

Commanding Naval Officer at Washington, N. C.

[Subenclosure.]

SIR: The following is a report of the ammunition expended and received on board this vessel from March 30 to April 18, inclusive, and injuries received to her armament:

<i>Ammunition expended.</i>		Rounds.
March 30:		
	30-pounder Parrott shell and shrapnel	38
	24-pounder howitzer shrapnel	5
Tuesday, March 31:		
	30-pounder Parrott shell	8
	24-pounder howitzer shell	0
Wednesday, April 1:		
	30-pounder Parrott shell	159
	24-pounder howitzer shrapnel	50

	Rounds.
Thursday, April 2:	
30-pounder Parrott shell	4
Friday, April 3:	
24-pounder howitzer shrapnel	122
24-pounder howitzer shell	33
24-pounder howitzer canister	4
Saturday, April 4:	
30-pounder Parrott shell	50
Tuesday, April 7:	
30-pounder Parrott shell	9
24-pounder howitzer shrapnel	3
Wednesday, April 8:	
30-pounder Parrott shell	3
24-pounder howitzer shrapnel	5
Sunday, April 12:	
30-pounder Parrott shell	21
24-pounder howitzer shell	5
24-pounder howitzer shrapnel	1
Monday, April 13:	
30-pounder Parrott shell	5
24-pounder howitzer shrapnel	4
Tuesday, April 14:	
30-pounder Parrott shell	3
24-pounder howitzer shrapnel	2
Thursday, April 16:	
30-pounder Parrott shell	30
Saturday, April 18:	
24-pounder howitzer shrapnel	1

Ammunition received.

April 3 to 18, 1863:	
30-pounder Parrott shell	rounds.. 215
24-pounder howitzer shell	do.... 162
24-pounder howitzer shrapnel	do.... 18
Powder	pounds.. 747½
Primers	500

The 30-pounder rifle carriages have been somewhat injured, one by an accident and the other by a shot, but not seriously. One of my howitzer carriages needs strengthening to make it serviceable. The howitzer elevating screws are all badly bent, and it is difficult to straighten them properly.

W. G. SALTONSTALL,
Acting Master, Commanding U. S. S. Commodore Hull.

Commander R. T. RENSIAW, U. S. Navy,
U. S. S. Louisiana.

[Enclosure G.]

U. S. SLOOP GRANITE,
Off Ocracoke Inlet, North Carolina, April 27, 1863.

SIR: I have the honor to report to you the proceedings of this vessel while in Pamlico River. In obedience to your order of the 1st instant, I got underway at 8:30 a. m., from New Berne bound to Washington; anchored off Bath Creek, Pamlico River; 2d instant, at 5:30 a. m., got underway and proceeded up Pamlico River. When off Maul's Point the U. S. gunboat *J. L. Lockwood* took me in tow; ran up off Hill's Point. At 7:30 a. m., engaged the enemy's battery on that point at about 1,400 yards distant; at 8:50 a. m., hauled off out of range. Expended thirteen 15 and five 10 second shell. I am happy to state that there were no casualties on board this vessel. 4th instant I was ordered to drop down the river below Maul's Point to protect the transport and ammunition vessels, which duty I performed until the 18th instant, when I received your order of the 17th, per steamer *Whitehead*.

At 3 p. m., got underway and proceeded down the river; arrived off Portsmouth, Ocracoke Inlet, on the 19th instant.

I am, very respectfully, your obedient servant,

E. BOOMER,

Actg. Master, U. S. Navy, Commanding U. S. Sloop Granite.

Commander H. K. DAVENPORT,

Senior Naval Officer, Sounds North Carolina.

Commendatory letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Renshaw, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., May 25, 1863.

SIR: Your report of the late naval operations at Washington, N. C., during the siege of that place has given me great satisfaction. I have transmitted it to the Department and have availed myself of the opportunity to commend the excellent judgment and prudence displayed by you in the trying position in which you were placed.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander R. T. RENSHAW,

Commanding U. S. S. Louisiana, Washington, N. C.

[Complimentary letters to Acting Volunteer Lieutenants W. G. Saltonstall and John MacDiarmid, U. S. Navy.]

Report of Acting Rear-Admiral Lee, U. S. Navy, quoting words of commendation for the commanding officers of the gunboats.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., May 29, 1863.

SIR: On the 24th instant I received from Commander Davenport, senior officer in the sounds of North Carolina, a communication dated May 15, quoting the following extract from Brigadier-General Spinola's report of the recent military operations on the Pamlico River below the batteries on Hill's Point (see my No. 569, of May 26):

I can not close this report without bearing testimony to the gallant conduct of the Navy while acting in conjunction with my command, particularly Captain MacDiarmid, of the gunboat *Ceres*.

The conduct of the commanders of the gunboats engaged was all that could have been expected of them. They manifested great bravery, coupled with a willingness to do all in their power to relieve the garrison.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Brigadier-General Pettigrew, C. S. Army.

APRIL 15, 1863—8.30 a. m.

GENERAL: I received your note last night enclosing one from Brown and one from Whitford. If the dispatch mentioned by Brown was

really sent to the commander of the expedition it was very kind of him to communicate it; but what becomes of General Longstreet's effort to keep the enemy in Suffolk if they thus march across his face? My opinion is what it was last night—concentrate. If you are going to fight in the rear of the road leading from Blount's farm to the Swift Creek road, I am opposed to exposing anyone at the Blount's Creek, for I should consider them sacrificed unless I stationed a regiment at the farm, and that would increase the dispersion of our forces, which already exceeds reasonable limits. I send you Captain McCrady's dispatch, by which it appears that the same steamer ran down by both batteries this morning. So passes away the blockade. As somebody remarked this morning, with more truth than agreeability, "The entertainment will now conclude with the laughable and amusing farce of 'Running the Blockade.' Parents may send their children with the assurance that the exhibition is perfectly innocent." It is a mystery to me that the one battery should not have seen her and the other should not have sunk her.

Very respectfully,

J. J. PETTIGREW,
Brigadier-General.

Major-General D. H. HILL.

Letter from Major-General Hill, C. S. Army, to Flag-Officer Lynch, C. S. Navy, regarding the abandonment of the siege of Washington.

GOLDSBORO, N. C., *April 21, 1863.*

DEAR SIR: We were compelled to give up the siege of Washington, [N. C.], as the Yankee supply boats ran the blockade. Two more days would have starved the garrison out. I think that it is possible Foster has been reenforced to some extent.

I learn this morning of an advance to within 14 miles of Greenville. I do not know whether anything serious is meant or not.

The cavalry reports are so sensational that if I went to every point at which they see a column of 20,000 men I would be perpetually in the saddle.

I am much concerned about the obstructions in the Cape Fear. What is their condition? I feel perfectly satisfied that the ironclads can now pass all the light batteries on the river. The only hope is to hold them under a concentrated fire. The unfortunate scattering of the batteries interferes with this.

The Brooke gun seems to have done the work at Charleston. Do you know whether there are any to be had in Richmond? I have applied for two to be placed in Caswell.

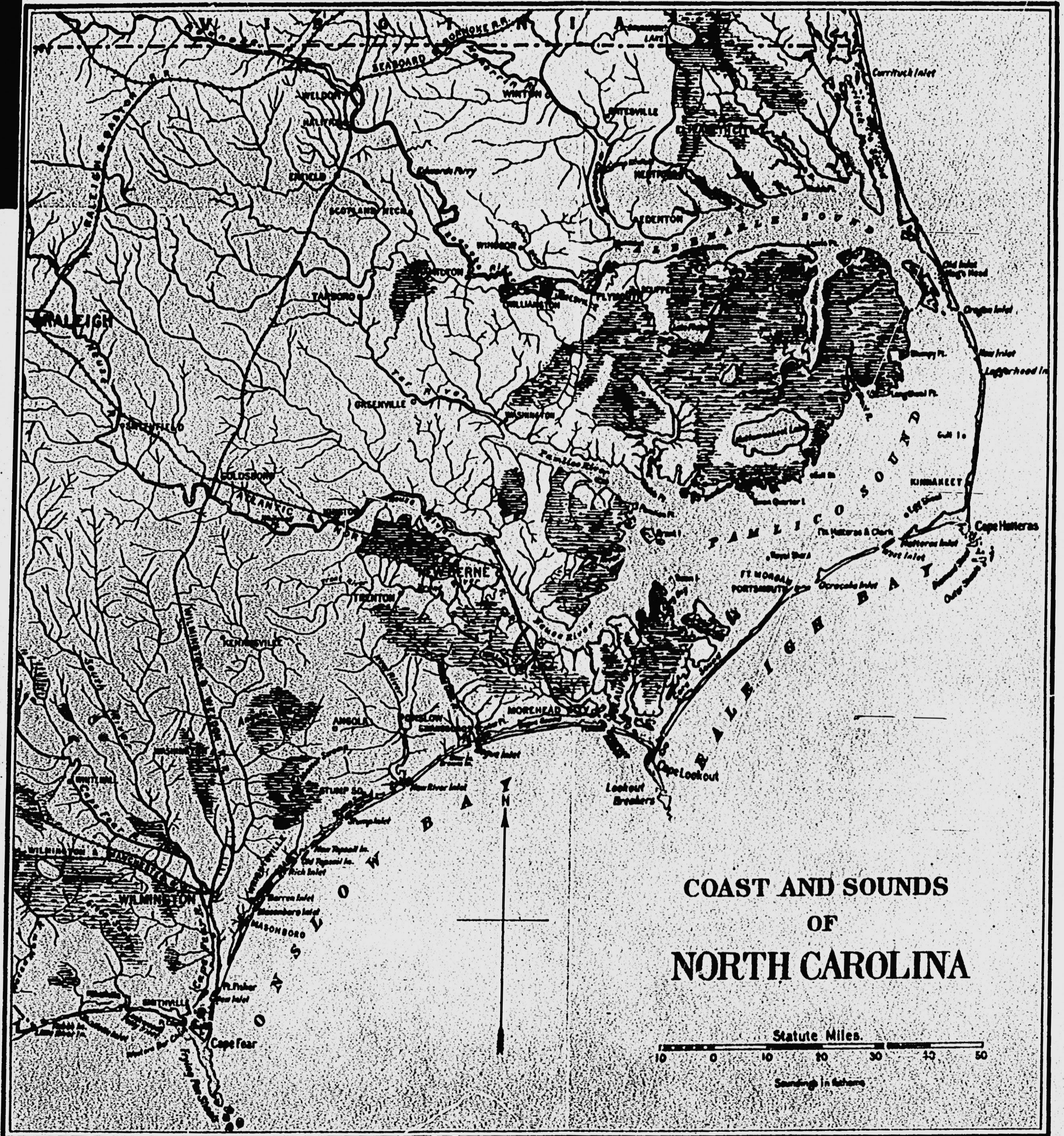
What is the condition of your boats? Have you any ready for service? The Yankees will not try Charleston Harbor again; that is certain—not if the land attack be abandoned. Savannah or Wilmington will certainly be the next object of their cupidity. They can not go back, for very shame, without accomplishing something. It then behooves us to spare no efforts to strengthen Wilmington. It is of incalculable importance to the South.

I do not believe that anything more will be done at Charleston, except making feints until the mass of the troops is moved elsewhere.

Respectfully and truly,

A. P. HILL,
Major-General.

Flag-Officer W. F. LYNCH,



THE HORN & PATTERSON CO., PHOTO-LITHO., WASHINGTON, D. C.

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Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival of H. B. M. sloop Rinaldo.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 1, 1863.

SIR: At 1 p. m. yesterday H. B. M. sloop *Rinaldo* came into the roads and anchored.

H. B. M. ships *Desperate* and *Vesuvius* have been lying in the roads for some weeks.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 1, 1863.

SIR: The following is the present disposition and character of the vessels composing the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
Minnesota	Hampton Roads and Newport News.	Flagship, frigate.
Sangamon	do	Monitor, ironclad.
Galena	do	Ironclad; used on picket; very dull, speed 4 to 5 knots.
Commodore Barney	do	Ferryboat; used on picket.
Brandywine	do	Hulk, storeship.
Charles Phelps	do	Hulk, storeship, coal.
Ben Morgan	do	Hulk, ordnance ship; condemned by survey.
Roman	do	Hulk, ordnance.
Mystic	do	Guard ship; unseaworthy
Philadelphia	do	River transport.
Mount Washington	do	Do.
Young America	do	Tug.
Alert	do	Do.
Cohasset	do	Do.
Western World	do	Not fit for outside; sent to Philadelphia; not returned.
Young Rover	Norfolk, Va.	Guard ship; unfit for outside blockade; about to go to Baltimore for new propeller.
Wyandotte	do	Unseaworthy; receiving temporary repairs, Gosport navy yard.
Zouave	do	Tug; receiving temporary repairs, Gosport navy yard.
Violet	do	Tug; repairing to go on the blockade.
Miami	do	Double-ender; unfit for outside blockade; repairs nearly completed; Gosport navy yard.
Commodore Morris	York River and Chesapeake Bay.	Ferryboat off Yorktown.
Delaware	do	River boat; wants repairs; off Back and Poquosin rivers.
Crusader	do	Unfit for outside blockade; off Mohjack Bay.
Samuel Rotan	do	Mortar schooner; near Piankatank River.
Mahaska	Baltimore, Md	Double-ender; having guards raised; detailed for Gulf.
Valley City	do	Repairing, etc., receiving rifle screening.
General Putnam	do	Receiving new boilers (reported too heavy for her) and rifle screening.
Penobscot	Washington, D. C.	Gunboat repairing.
Cambridge	Boston, Mass	Repairing.
Stepping Stones	Up Nausemond River	Light ferryboat; guard vessel.

Vessel.	Station.	Remarks.
Hetzel	Sounds of North Carolina (latest reports).	Not worth repairs; New Berne.
Hunchback	do	Ferryboat; New Berne.
Seymour	do	Used up; receiving temporary repairs.
Shawsheen	do	Much needing repairs.
Ceres	do	Newly repaired and iron screened.
Lockwood	do	Much needing repairs.
H. Brinker	do	Slightly built and nearly worn out; guard vessel at Hatteras Inlet.
Granite	do	Sloop; guard vessel at Ocracoke Inlet.
Commodore Perry	do	Ferryboat; Plymouth.
Southfield	do	Do.
Whitehead	do	Newly repaired; Roanoke River.
Underwriter	do	Winfield.
Louisiana	do	Washington.
Commodore Hull	do	Ferryboat; Washington.
William Badger	Beaufort, N. C.	Store hulk.
Iroquois	Off New Inlet, Wilmington, and coast to northward.	Steam sloop.
Mount Vernon	do	Steamer.
State of Georgia	do	Do.
Arletta	do	Schooner; off New Topsail Inlet; center board removed.
Florida	do	Steamer.
Daylight	do	Do.
Perry	do	Brig.
Sacramento	Off Cape Fear River, Wil- mington and coast to south- ward.	Steam sloop.
Dacotah	do	Steam sloop; wants new boilers, now ready at Boston.
Maratanza	do	Double-ender; battery too heavy for her; wants repairs.
Chocura	do	Gunboat.
Monticello	do	Needing repairs.
Victoria	do	Off Shallotte and Little River.
Matthew Vassar	do	Mortar schooner, off Little River.
William Bacon	do	Mortar schooner, off Shallotte Inlet.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, objecting to permits granted by the Secretary of the Treasury to oystermen.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 1, 1863.

SIR: To-day Mr. Mitchell (whose business card is enclosed) called on board with five Treasury permits (all alike, four of which he has; the fifth is herewith enclosed), giving to Messrs. J. F. Mitchell, Jacob Waltemeyer, and George H. Dutton, a clearance "to proceed with their boats beyond the lines established by the blockading squadron into the Nansemond River for the purpose of collecting oysters," subject to certain conditions and bonds, and with "the additional stipulation that said oyster boats shall be kept at all times in sight of the United States gunboats, and retired after nightfall within the Federal lines, and generally used in conformity with such regulations as Admiral Lee, commanding squadron, may prescribe."

The honorable Secretary of the Treasury is not aware that the one gunboat stationed in the Nansemond to intercept trade and mails from Norfolk, and to prevent the rebels from crossing that river to get in the rear of our outposts at Suffolk, can not keep under observation different oyster boats and parties coming, going, and scattered on different oyster banks in that river.

A few mornings since there appeared at the mouth of the Nansemond, where boats are not allowed to oyster, a large fleet of boats, some of them quite large, and all suited to smuggling supplies up the creeks in that vicinity, to go thence to the rebels, who have cavalry ready to receive and convey supplies.

I have not always a light-draft vessel to occupy that position, and the Department has found itself unable to supply the six light-draft steamers I some time since asked for to prevent smuggling in this blockade up the numerous small rivers and creeks between the Piankatank and Cape Henry.

* * * * *

Mr. Mitchell admits that the oyster season is nearly over. I informed him that I should have to refer the subject to the Department, and would notify him of the result.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

TREASURY DEPARTMENT, *March 25, 1863.*

SIR: Referring to my letter to you dated November 13, 1862, authorizing you to grant certain clearances for oyster fishermen, you are hereby authorized to grant a clearance to Messrs. J. F. Mitchell, Jacob Waltemeyer, and George H. Dutton, to proceed with their boats beyond the lines established by the blockading squadron into the Nausemond River for the purpose of collecting oysters, subject to the conditions contained and on giving the bond required in said letter. The bond must contain the additional stipulation that said oyster boats shall be kept at all times in sight of the United States gunboats and retired after nightfall within the Federal lines, and generally used in conformity with such directions and regulations as Admiral Lee, commanding squadron, may prescribe.

Yours, respectfully,

S. P. CHASE,

Secretary of the Treasury.

CUSTOM-HOUSE, *Baltimore, March 28, 1863.*

I hereby certify that the within and foregoing is a true copy of the permit issued by the Secretary of the Treasury, March 25, 1863.

In testimony whereof I hereto set my hand and affix the seal of this office on the day and year first above written.

C. M. JAMESON,

Deputy Collector.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Gregory, U. S. Navy, to proceed to blockade duty between the Piankatank River and Fortress Monroe.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., April 1, 1863.

SIR: Proceed to Yorktown with the U. S. S. *Western World* under your command and report to Lieutenant-Commander J. H. Gillis, commanding U. S. S. *Commodore Morris*, for such duty as he may assign in

maintaining a strict and vigorous blockade of the coast of Virginia between the south side of the Piankatank and Fortress Monroe.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg., North Atlantic Blockading Squadron.

Acting Master S. B. GREGORY, U. S. Navy,
Commanding U. S. S. Western World, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gillis, U. S. Navy, to proceed to temporary blockade duty off Cape Fear River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 1, 1863.

SIR: The Department, under date of March 31, by telegraph, directs that the *Ossipee*, before going abroad, shall make one cruise off Wilmington. You will therefore, as soon as you are ready for sea, proceed to that blockade and cruise as above directed, keeping a sharp lookout for blockade runners. Inform Captain Boggs, at present senior officer there and blockading off Cape Fear River, of the object of your coming. You will be senior officer, but your stay will be so short that it will be unnecessary for him to transfer to you the blockading instructions for that locality. You will remain until your coal is exhausted, taking all the measures in your power to secure an efficient blockade, when you will return with the *Ossipee* to Hampton Roads.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain J. P. GILLIS, U. S. Navy,
Commanding U. S. S. Ossipee, Hampton Roads, Virginia.

Order of Acting Rear-Admiral Lee, U. S. Navy, to senior officers, for the distribution of consular information regarding blockade runners.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 2, 1863.

SIR: I enclose for distribution (several to each vessel) printed extracts from the consular correspondence of Government regarding the steamers *Hope*, *Norseman* (with description), *Mangerton*, *Colocotronis*, *Milley*, *Banshee*, and *Sumter* (or *Gibraltar*), and the ship *John Fraser*, all fitting out or lately sailed, for the purpose, it is said, of violating the blockade or, in the case of the *Sumter* and *Banshee*, for privateers.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, U. S. Navy,
Commanding Sacramento, off Wilmington, N. C.

(Same to Captain A. L. Case, U. S. Navy, commanding *Iroquois*, off Wilmington, N. C.)

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, acknowledging reports of operations in the Ware River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 3, 1863.

SIR: Your No. 23, of April 2, exhibiting your active operations on Ware River, [Virginia], and the destruction of grain belonging to the rebel Government was received today, and will be forwarded to the Department. I do not think it proper to administer the oath of allegiance to persons in that part of the insurrectionary region where protection can not be afforded them, as it only subjects them to severe punishment from the enemy in person and property. Send your reports in duplicate.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,
Commanding U. S. Commodore Morris, Yorktown, Va.

Report of Commander Scott, U. S. Navy, regarding the rescue of the crew and the destruction of the U. S. transport Union.

U. S. S. MARATANZA,
Off Wilmington, N. C., April 3, 1863.

SIR: At 5:15, on the morning of April 2, a strange steamer was discovered from this vessel bearing N. E. We beat to quarters immediately, made all preparations for chase, and fired a gun for her to come to and make known her character.

She bore up for us, and when within a few hundred yards hoisted the American ensign union down. A boat was then sent to her and ascertained that she was the U. S. transport stern-wheel steamer *Union*. Captain Chambers, from Hilton Head, S. C., bound to Beaufort, N. C.; that her engines were in a very bad condition, the reversing portion utterly useless; that many of the buckets were broken from her wheel; that the upper works and hull were working badly, and the water gaining rapidly in the hold. Two hawsers were then passed to her and made fast to our stern. * * * A heavy S. W. gale was raging, the wind increasing in violence and the sea rising rapidly.

At 1 p. m. Captain Chambers hailed us and reported that his vessel was going to pieces; that he should be obliged to abandon her, and requested me to take off the crew.

The fact was made known to Captain Boggs, the senior officer, who ordered the crew to be taken off, and the vessel destroyed if necessary to prevent her from drifting ashore and falling into the hands of the rebels.

In compliance with his orders, a boat was sent from this ship in charge of Acting Ensign James C. Gibney, and all the officers (with the exception of the captain) and crew were taken on board this vessel.

The captain wished to remain on board as long as there was the slightest possibility of saving her, and to him I gave directions for firing her. At 3 p. m. it became apparent to me that the vessel would soon be a total wreck and I ordered Captain Chambers to light his fires, cast off our hawsers, and come on board.

The steamboat was enveloped in flames before he left her, and after casting off the hawsers he was hauled on board this vessel by a small line.

Two XI-inch shells were then fired into her from this vessel, and several from the *Sacramento*.

She then drifted in and sunk within a half mile of the beach.

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

G. H. SCOTT,
Commander.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the landing of refugees in the enemy's country.

NAVY DEPARTMENT, April 4, 1863.

SIR: I have received your No. 343, enclosing a copy* of certain instructions you propose sending the senior officer on the blockade off Wilmington.

The instructions generally meet with the Department's approval. So far, however, as they relate to the landing of refugees along the coast, some modification seems necessary. It will not be judicious or humane to land refugees or deserters from the service of the enemy in the country from which they have escaped. Considerable caution should be exercised in reference to this matter.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, of information received regarding Confederate batteries on James River.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., Sunday, April 5, 1863.

SIR: I received from Lieutenant-Colonel [Edwin S.] Stowell, Ninth Vermont Infantry, in charge of flag of truce which returned from City Point this morning, a communication dated 4th instant, he stating as follows:

I have the honor to report the enemy very busy and in some force (evidently trying to hide the amount) in the vicinity of Fort Powhatan, throwing up new earthworks, both above and below the original works of last summer, one above and near to and two below the old works; one of them on the famous woodpile site, and the other 10 or 15 rods below on a high knob, last summer covered with trees that have been felled, as well as many others along down the same side of the river to give range.

These in process of erection, with the old works, will make four; and they, with their position, impress me forcibly with the idea of impassability if allowed to be completed.

I would further report no other works occupied above or below Powhatan nor at City Point commanding the river.

I saw no indications of a force above or in front of the Williamsburg line, and nothing further now worthy of notice.

P. S.—Perhaps I should especially report the Jamestown Island works unoccupied.

*See p. 632.

The operations of the enemy at this point were reported to the Department in my No. 304, of March 18, and are probably commenced in consequence of the arrival at Newport News, about the 10th of February, of the Ninth Army Corps, which has since been removed, a third of it to Suffolk and the rest to the West.

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

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the departure of vessels from Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 6, 1863.

SIR: H. M. S. *Rinalão* proceeded to sea from the roads yesterday morning.

The *Young Rover* left the roads for Baltimore, to have her new propeller fitted, yesterday at noon.

The *Delaware* left the roads in the evening for the sounds of North Carolina.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

P. S.—The *Miami* is not ready, and the weather only moderated yesterday afternoon.

S. P. LEE,

Acting Rear-Admiral.

Report of Lieutenant Cushing, U. S. Navy, regarding the capture of William T. Drummond.

U. S. S. COMMODORE BARNEY,
James River, Virginia, April 7, 1863.

SIR: I have the honor to report that while on picket yesterday I discovered a sailboat making for Smithfield. I sent a boat in chase and brought it alongside. Found that it contained one man and some oysters, but had seen the boat run ashore and the man make several trips through the water to the beach before our cutter reached him. The captured person, William T. Drummond, has been for fifteen months in the rebel service; he was one of the first twelve-months volunteers; has never been paroled nor taken the oath, but says he has been permitted to come to Newport News and purchase articles without being forced to do either. As he is a strong, healthy man, and likely to be drawn as a conscript by the Confederates, I have thought best to bring him down to give his parole.

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

WM. B. CUSHING,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the departure of U. S. vessels from Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 8, 1863.

SIR: On the night of the 6th instant the U. S. S. *Ossipee* proceeded to the blockade off Wilmington.

The U. S. S. *Miami* left the roads for the sounds of North Carolina, via Hatteras, at 3:45 yesterday afternoon.

The U. S. tug *Violet* left the roads yesterday morning to report for such duty as she can perform on the blockade below Cape Fear, after towing the ordnance schooner *John Lenthall* to Hatteras Inlet.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captains Boggs and Case, U. S. Navy, regarding the British blockade runners Cornubia and St. George.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 9, 1863.

SIR: The Bermuda Royal Gazette, of March 24, contains the following items:

The British blockade runner *Cornubia* arrived at St. George from Wilmington, N. C., on the 22d of March, with a cargo of 314 bales of cotton, 29 casks of tobacco, and 2 casks of turpentine.

The British schooner *St. George* also arrived on the 23d of March from the same port with 145 bales of cotton, 160 barrels of rosin, and 65 boxes of tobacco.

It is understood that the blockade breakers ran in at the Western Bar entrance to Cape Fear River and out at that of New Inlet. Use every effort to prevent these successes in future.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS,

Commanding *Sacramento*, off Wilmington, N. C.

Captain A. L. CASE,

Commanding *Iroquois*, off Wilmington, N. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Peck, U. S. Army, regarding the seizure of the oyster sloop Jacob Marten.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 10, 1863.

SIR: Herewith I respectfully return to you a permit given from your headquarters, December 29, to Edward Bush, to carry oysters in his sloop, *Jacob Marten*, to Suffolk, subject to the regulations of the naval authorities.

Edward Bush with his sailing sloop and a large boat was found in the lower Nansemond day before yesterday morning by the picket boat *Alert* and brought to this ship. As that region is infested by smugglers and rebel mail carriers, I have found it necessary not only to prohibit the gathering of oysters in the Nansemond, but to allow no boats there by day or night, where such illicit operations can be carried on, and to instruct the guard vessels to recognize no oyster permits after May 1, and until then only in open boats.

Edward Bush was sent back to the guard vessel to be released with his boats, with a warning in accordance with the above.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General PECK,
Commanding at Suffolk, Va.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding cooperative expedition in the direction of Gloucester Court-House.

U. S. GUNBOAT COMMODORE MORRIS,
Off' Yorktown, Va., April 10, 1863.

SIR: I respectfully submit the following report of my movements since my communication of the 2d instant:

On the evening of the 5th instant I went on shore at the request of Major-General Keyes to concert a movement in the direction of Gloucester Court-House and the vicinity of Ware River for the purpose of breaking up any guerrilla parties that might be found, and also to collect grain, cattle, horses, etc., for the use of the army. Arrangements were made to start on the following morning, but the storm that day prevented our moving until the 7th instant, when the land forces, consisting of 700 infantry and 300 cavalry, under command of Colonel Grimshaw, of the Fourth Delaware, started for the scene of operations by land, while this vessel with 100 of the One hundred and seventy-ninth Pennsylvania drafted militia, accompanied by the *Thomas A. Morgan*, with a like number of the same regiment, all under command of Colonel Blair, proceeded by the way of Mobjack Bay and Ware River to cooperate as far as possible with the land force and to cover them should they be driven down to Ware River by a superior force of the enemy.

Arrangements were also made to communicate at that place, unless our forces should meet with so much opposition that they would be unable to reach Gloucester Court-House. I proceeded up Ware River as far as I could go with safety, came to anchor, and waited until half-past 1 p. m., when communication was had with Colonel Grimshaw, and he informed me that he had reached Gloucester Court-House without having met any of the enemy, and that he was on his way back to camp. I then got underway and proceeded to Mobjack Bay, where I anchored for the night. On the following morning, at half-past 5, I got underway again and proceeded up North River as far as the plantation of Mr. Dabney, where the troops were debarked and at once proceeded to secure a large quantity of grain, which was brought on board of this vessel, sufficient being left to support the family and the negroes on the place until another crop would be ready for their use, say 150 bushels of wheat and 1,500 bushels of corn. A few of the

rebel cavalry were seen hovering around, but no demonstration was made on their part, although I was informed that they had been sent for the night before, our force probably being too strong for them to attempt to cope with.

After having gotten the grain all on board the troops were reembarked on board the *Thomas A. Morgan* and we returned to this place, and yesterday I turned the grain over to the quartermaster of the army; the amount as near as could be estimated is 800 bushels of wheat and 1,200 bushels of corn. It will be held by the quartermaster subject to your directions as to its disposition.

There were captured during the expedition, as near as I can learn, about 100 head of cattle, some 30 or 35 horses and mules, and a large number of sheep.

I enclose herewith a letter picked up on shore at the house of a Mrs. Roy, on East River, who, from all accounts, has been extensively engaged in carrying on the contraband trade, her house being used as a depot. It appears that a man by the name of Kendall intended running the blockade from the eastern shore, and I would ask if I am authorized to extend my operations as far as that point. I regret that I have to inform you of an accident by which Acting Ensign H. M. Pierce, whom I had sent ashore to assist in directing the removal of the grain, had one of the bones of his right leg fractured. He was standing near a horse which became frightened and sprang forward, knocking Mr. Pierce down and at the same time slipping and falling upon his leg.

At the request of Mr. Pierce, and the suggestion of the surgeon, I have had him removed on shore at Yorktown, where he is kindly cared for.

I would respectfully request to be informed what disposition is to be made of property captured in this way, and whether any prize money for the crew is to accrue therefrom.

Very respectfully, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander and Senior Officer.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captains Boggs and Case, U. S. Navy, regarding the circular letter from Vice-Admiral Milne, R. N., to the commanding officers of his squadron.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., April 10, 1863.

SIR: The Department under date of April 8 encloses to me a copy of a letter from the British minister covering a copy of a circular letter from Vice-Admiral Sir Alexander Milne, commanding her Majesty's vessels on the coast of North America and in the West Indies, instructing their commanding officers regarding their intercourse with blockaded ports. Copies of these papers are enclosed for your guidance.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS,

Commanding Sacramento, off Wilmington, N. C.

Captain A. L. CASE, *Commanding Iroquois, off Wilmington, N. C.*

[Telegram.]

NAVY DEPARTMENT, *April 11, 1863.*

Send the *Flambeau* with the dispatches immediately to Washington. An officer via Baltimore can not get there until Monday noon. Answer.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral LEE,
Newport News.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Guest, U. S. Navy, for a reconnoissance to Jamestown Island.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 11, 1863.

SIR: Make a reconnoissance to Jamestown Island, James River, with the *Sangamon*, *Galena*, and *Commodore Barney*, the tug *Zouave* leading. You will start at daylight. If practicable, return to-morrow evening, in order to avoid the danger of getting aground by running at night.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander JOHN GUEST, U. S. Navy,
Ironclad Sangamon.

P. S.—Please return the topographical map herewith sent.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, in view of the presence of the enemy at Williamsburg, Va.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 11, 1863.

SIR: You will return at once to your station at Yorktown and be ready to assist in the defense of that post. Call the *Crusader* to Yorktown as soon as possible.

The enemy is at Williamsburg in force

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,
Comdg. U. S. S. Commodore Morris, Hampton Roads, Virginia.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, regarding vessels for the blockade.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 11, 1863.

SIR: I send the *Wyandotte* for duty on the blockade. You will send the *Crusader* also to the blockade, and if, in your opinion, either or both

of them are at any time necessary to assist in the defense of Yorktown, you can dispatch a tug for them.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,
Commanding U. S. S. Commodore Morris, Yorktown, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence regarding movements of the enemy against Yorktown, Suffolk, and Williamsburg, Va.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 11, 1863.

SIR: Major-General Keyes, at present in command of this department, sent me a message last evening that he had satisfactory evidence that the enemy in large force was about to attack Suffolk, and that consequently he was obliged to countermand the order he had given to send a brigade (already embarked) to the relief of Major-General Foster at Washington, N. C.

This morning I received from Major-General Keyes a communication, a copy of which (A) is enclosed, in reply to which I sent him a message by his aid to the effect that I could not spare from the force in this immediate vicinity the additional gunboats he desired to assist in the protection of Yorktown from the attack now threatened by the enemy, and that to make the reconnoissance he proposed in James River to Jamestown Island, to ascertain if the enemy had crossed to the peninsula from the south side, and to relieve the pressure on our lines at Williamsburg, a force of several gunboats, one of which should be an ironclad, would be required, as the *Sangamon*, *Galena*, and *Commodore Barney* (the only vessels besides this at Newport News) are all slow, and in view of the fact that the enemy has a naval force on the river, they should go together for mutual support.

I propose to start this force at daylight in the morning, to prevent accident by running aground at night.

From the enclosed copy (B) of a report* from Commander Davenport, received this morning, and dated April 8, it will be perceived that at that time the pressure on Washington and New Berne continued very great, and urgent appeals are made for more force, both by land and water, to enable us to maintain our foothold in North Carolina.

If the object of the enemy in the movements in front of Suffolk and at Williamsburg is not merely to prevent the sending of reinforcements to the sounds of North Carolina, their land and naval forces will doubtless act in cooperation.

I enclose, however, a copy (C) of a telegraphic dispatch received last evening from Brigadier-General Viele, respecting the alleged present position of the *Richmond*.

In view of the present posture of affairs, it is very important that this point should be strengthened as soon as practicable by the addition of the *Lehigh*.

Several swift double-enders are also needed here for purposes of reconnoissance and to afford an efficient movable force to be dispatched from point to point as occasion may require.

* See p. 660.

To the command of one of these vessels I would like to have Lieutenant-Commander Chandler assigned, as he desires active service here.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure A.]

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, April 11, 1863.

ADMIRAL: The enemy attacked Williamsburg early this morning, and by the last accounts were moving with a heavy force upon Fort Magruder, which is a mile and more below the city. They have also a force this side of Fort Magruder, and have burned the camp of the Fifth Pennsylvania Cavalry.

It is possible the enemy have crossed troops from the south side of the James River. If so, and to ascertain the fact, I would be glad if you could send a gunboat up as far as Jamestown Island. Such a movement would also tend to diminish the pressure on our lines before Williamsburg.

The wires between Yorktown and Williamsburg have been cut.

The enemy were represented as being in large force. The gunboats should therefore move up and down between Yorktown and Queen's Creek, and I trust you will be able to spare three gunboats to keep in sight of Yorktown.

I remain, very respectfully, your most obedient servant,
E. D. KEYES,
Major-General, Commanding.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure C.]

NORFOLK, *April 10, 1863.*

By a letter just captured, written on the *Richmond*, she is now above Drewry's Bluff. They are building obstructions above her, when they will remove those below.

E. L. VIELE,
Brigadier-General.

Admiral LEE.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Keyes, U. S. Army, regarding his limited means for cooperation.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 11, 1863.

GENERAL: Yours of this date is received. With the force at my disposal I can only give partial support in James River to your outpost at Williamsburg by occupying that position instead of this, but this ship can not go there.

As the two flag-of-truce boats arrived to-day from City Point do not report any rebel vessels in James River, it is not probable that the enemy have crossed from the right to the left bank of the river at Jamestown Island.

I can not assign the additional gunboat force you request for Yorktown, not having the means of doing so in consequence of the number of vessels required to assist the army in its occupation of several positions in the sounds of North Carolina.

If the enemy have the means of crossing the Nansemond, and wish to do so in force under cover of their artillery, the two small navy and the small army vessels called gunboats (which are frail little river or harbor steamers, mounting in all but a few pieces of fixed artillery) should not be considered enough to prevent it. The Nansemond is a mere creek above the Western Branch, and musketry alone can command the decks and drive from their guns the crews of these little crafts, which are liable to be disabled in their exposed boilers, etc., by a few discharges from small and scattered fieldpieces.

Last fall I called the attention of General Dix to the policy of leveling the earthworks in this vicinity. Referring to my conversation with you on this subject at Yorktown last fall and on board this ship the other day, I respectfully renew my suggestion that the contrabands and other force, if necessary, should be employed to raze these works without delay.

Permit me to draw your attention to the enclosed extract from a report* I made to the honorable the Secretary of the Navy on the 24th of October last immediately after my visit to Yorktown, referring to the destruction of all military works in the vicinity of Norfolk and Yorktown which might encourage further efforts on the part of the enemy to reoccupy.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General E. D. KEYES, U. S. Army,
Commanding Department of Virginia, Fortress Monroe, Va.

Letter from Major-General Keyes, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting the aid of gunboats for the protection of Yorktown.

HEADQUARTERS FOURTH CORPS,
Fort Monroe, April 11, 1863—11:30 a. m.

Our troops near Williamsburg have been driven by a large force of rebels down toward the mouth of Queen's Creek, and Colonel West calls for the aid of gunboats. The *Crusader's* armament will not answer, and I earnestly request that you will send the *Commodore Morris* back at once. If the gunboats are taken away, even Yorktown may be lost. The enemy is now within 5 miles of Yorktown.

E. D. KEYES,
Major-General.

Admiral S. P. LEE,
On board Minnesota.

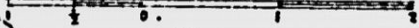
* See p. 144.

Map of
 Nansemond River and Vicinity
 showing scene of Naval Operations
 in aid of army defense of Suffolk, Va.

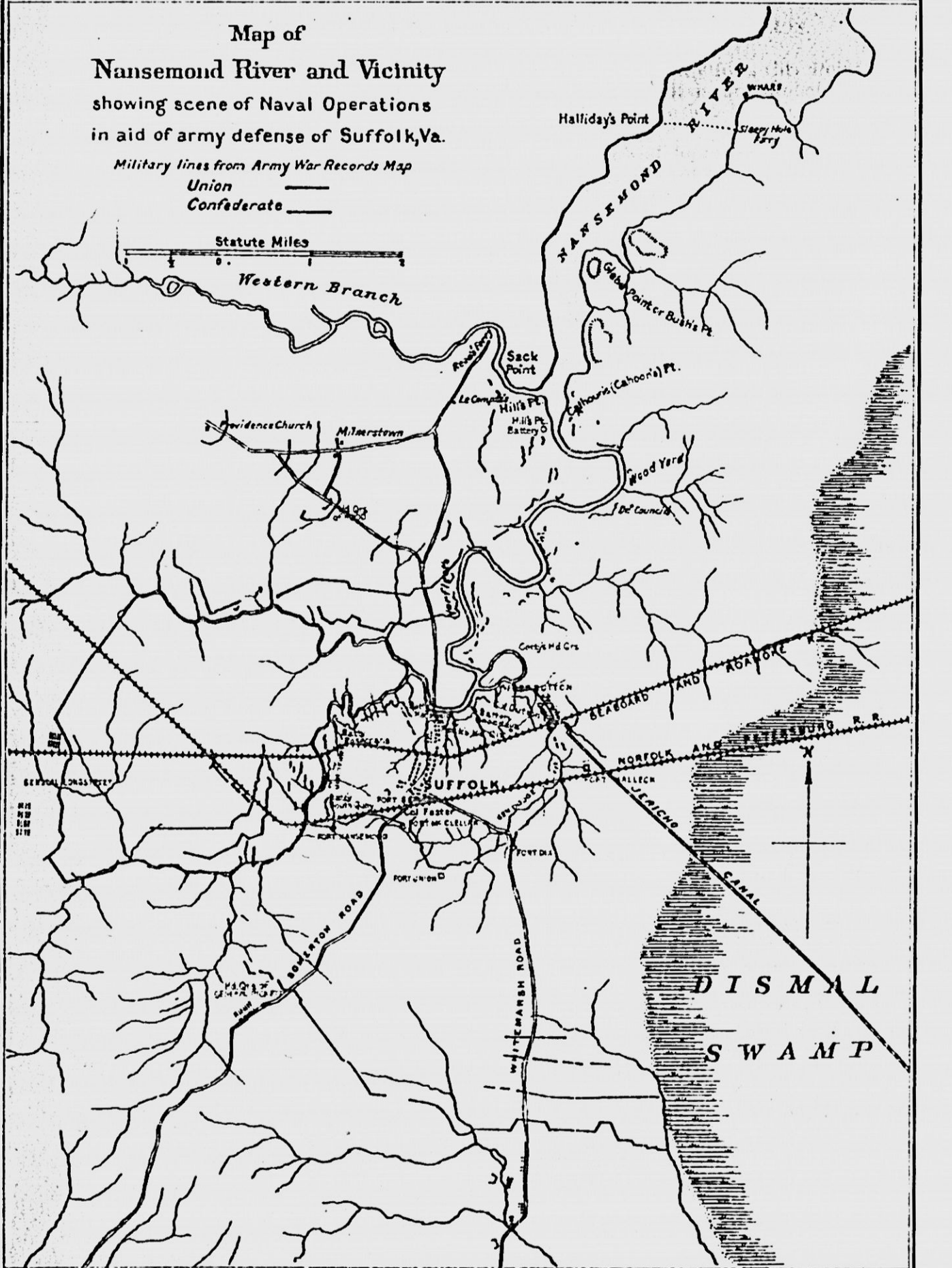
Military lines from Army War Records Map

Union ———
 Confederate ———

Statute Miles



Western Branch



*Naval operations in the Nansemond River, in cooperation with Army forces in defense of Suffolk, Va., April 11-May 4, 1863.**

[Telegram.]

FORT MONROE, *April 11, 1863.*

The following just received from General Peck at Suffolk:

5:35 p. m.—The enemy is threatening us in large force on both sides.

General Keyes directs me to ask you can you send gunboats to mouth or up the Nansemond.

D. T. VAN BUREN,
Lieutenant-Colonel and Assistant Adjutant-General.

Rear-Admiral LEE.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 11, 1863, 7 p. m.

There are already three small naval vessels up the Nansemond or at its mouth.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General E. D. KEYES, U. S. Army,
Commanding Department of Virginia, Fortress Monroe, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, to assist in repelling the enemy at Suffolk.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 12, 1863—4 a. m.

SIR: Proceed with the *Barney* to the lower Nansemond to assist in repelling the enemy, who are surrounding Suffolk. When there, act at your discretion. I want to see you.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant W. B. CUSHING, U. S. Navy,
Commanding U. S. S. Commodore Barney.

Memorandum of instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, regarding cooperation with the army under Major-General Peck.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 12, 1863.

Memorandum for Lieutenants Cushing and Lamson to assist Major-General Peck, whom the enemy are attempting to surround at Suffolk: The *Mount Washington*, Lieutenant Lamson, the *Stepping Stones*, Acting Master Harris, the *Cohasset*, and the *Alert* are in the Nansemond between Suffolk and the bar at the mouth of Western Branch. Of these the *Stepping Stones* only can cross the bar at low water.

* For army operations, see Army War Records, Series 1, Vol. XVIII, p. 267.

The *Mount Washington* has a 32-[pounder] of 33 cwt. and three field-pieces, with a detachment from the *Minnesota*. The *Stepping Stones* has four howitzers. The *Cohasset* has a 20-pounder Parrott and a 24-pounder howitzer. The *Alert* has one 12 and one 24-pounder howitzer. There are also two army gunboats in the Nansemond—the *West End* and the *Smith Briggs*.

The object of the enemy will be to cross the Nansemond in order to get into the rear of our forces at Suffolk. To accomplish this, he will endeavor to silence or capture the gunboats by the use of scattered fieldpieces and by musketry. Our vessels, therefore, must occupy the safest and most commanding positions and divide their fire in the same proportions as that of the enemy is divided. Keep the vessels in motion where it can be safely done without fear of collision, in order to distract the aim of the enemy. In no event must these vessels be surrendered. In case of extreme emergency they should be destroyed, their crews landing on the opposite bank from the enemy. In the event of a reverse, it is left to Lieutenant Lamson, who has a topographical map and understands the situation, whether to retreat to the *Commodore Barney*, to Suffolk, or in the direction of Norfolk. Lieutenant Lamson will communicate with me as often as is necessary and convenient by telegraph via Suffolk, Old Point, and Newport News. It is not intended by these instructions to prevent the exercise of a sound discretion, suiting the exigencies of the case, on the part of Lieutenants Lamson and Oushing.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding instructions to vessels in view of the advance of the enemy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 12, 1863.

SIR: I informed the Department in my No. 397 of yesterday, that I had received a message from Major-General Keyes to the effect that the enemy were about to attack Suffolk in large force. Last evening I received corroborative dispatches from the army informing me that the enemy was in large force on both sides of Suffolk. This morning at 3 o'clock Lieutenant Lamson, whom I had sent in an armed tug up the Nansemond yesterday, returned to this ship with an urgent message from Major-General Peck that the enemy were advancing in an attempt to surround our forces at Suffolk and to get into their rear by crossing the Nansemond. To prevent this movement, if practicable, I at once dispatched the following vessels, under charge of Lieutenant Lamson, with instructions to occupy the Nansemond between Suffolk and the bar at the mouth of the Western Branch and render all the assistance in their power to the army, viz:

Mount Washington, river steamer, with a 30-pounder Parrott and three howitzers, with a detachment from the *Minnesota*. *Cohasset*, tug, with a 20-pounder Parrott and a 24-pounder howitzer. *Alert*, tug, with one 12 and one 24-pounder howitzer. *Stepping Stones*, light ferryboat, with a battery of howitzers.

The last-named vessel, under the command of Acting Master Harris, was already in the Nansemond, which is her permanent station.

I also detached the *Commodore Barney*, Lieutenant Oushing, from the reconnoissance I proposed to send at daylight this morning to

Jamestown Island (see No. 397), and which I am obliged to countermand, and order her to occupy the lower Nansemond.

Two army gunboats, the *West End* and *Smith Briggs*, are in the Nansemond.

The *Wyandotte* and *Morse* are in the stream off Norfolk navy yard and I have sent the *Juniata* to command the railroad drawbridge into the upper part of Norfolk. I have directed Commander Clitz to use every effort to get the work on his machinery completed at the navy yard.

Up to this hour, 12:30 p. m., I have no further news from the Nansemond, but will inform the Department by telegraph if anything of importance occurs there.

Major-General Keyes telegraphed to me yesterday that our troops toward Williamsburg had been driven by a large force of rebels down toward the mouth of Queen's Creek, and that if a larger force of gunboats was not sent to the York River, even Yorktown itself might fall. At that time the *Commodore Morris* had come to Hampton Roads by my orders to be succeeded by the *Morse*. I at once sent her back with all dispatch to the York River, where she and the *Crusader* now are. This is all the assistance I can render the army in that quarter.

The Department will perceive the embarrassment under which I labor in not being able to answer the calls of the army in the sounds, on the Nansemond, James, and York Rivers, for gunboat support to enable it to hold its scattered positions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Cushing, U. S. Navy, regarding conditions in lower Nansemond River.

U. S. S. COMMODORE BARNEY,
Nansemond River, April 12, 1863.

SIR: I am at anchor just below the obstructions. I have been up to Suffolk and communicated with General Peck and with Lieutenant Lamson.

There are two points in the lower Nansemond where the enemy would be likely to cross. I am now off one, the other is 2 or 3 miles below. The rebels have a pontoon train, and can easily bridge the river (if not closely watched) in the night. I can only guard this position, since we can not run with the *Barney* after dark.

If, as senior officer, I have command of the vessels now in the river, I will take one from above and station it at the point below me, mentioned by General Peck. If the enemy make a fair attack in front, without attempting to cross the river, am I at liberty to lighten my vessel so as to cross the bar? At high water I can get over in 7 feet water, and then there is deep water all the way up.

If it comes to a fight, it will be a hard task to remain at anchor within sound of rebel cannon.

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

W. B. CUSHING,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, regarding affairs in the upper Nansemond River.

U. S. S. MOUNT WASHINGTON,
Off Suffolk, Va., April 12, 1863—6 p. m.

SIR: The *Philadelphia* has just arrived with your instructions of the 12th instant, which will be most carefully adhered to. She also brings 16 sheets of boiler iron for rifle screens.

At the mouth of the Nansemond River this morning I found the *Cohasset* aground, but did not attempt to tow her off, as she had but little coal on board and I feared to lose time, and so not be able to get over the bar with either vessel. The *Alert* arrived this evening, and I have stationed her to flank the Jericho Creek batteries. The *Mount Washington* commands the Providence Church road. A few minutes since General Peck sent me a dispatch from Colonel Dutton, stating that the rebels were erecting an earthwork on the left bank of the Nansemond River, at Deep Creek, and I have sent the *Stepping Stones* to ascertain. The enemy advanced this morning on the Somerton road, about 10,000 strong, and also showed themselves in force on the White-marsh road. By the middle of the afternoon most of them had disappeared in the woods, and General Peck is of the opinion that they are changing their front so as to more completely surround him. There was some light skirmishing. This information is from General Peck.

When the enemy appeared he withdrew all his artillery posted on the river near us and sent it to the front, leaving the defense of this side, he said, to the boats.

The general wished me to express to you, sir, his deep obligations for your prompt assistance and hoped soon to thank you in person. I telegraphed to you this evening and shall communicate often and everything that transpires. There are no 15-second shells for the 32-pounder on board, and I respectfully request to have some forwarded, if they are not on board the steamer *Sican*.

I have the honor to be, very respectfully, your obedient servant,
R. H. LAMSON,

Lieutenant, Commanding Flotilla off Suffolk, Va.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Additional instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, regarding affairs in the Nansemond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 13, 1863.

The letters from each of you, dated the 12th, were received this morning. Hereafter, whilst in the Nansemond, give the hour when your reports are written. The *Barney* will watch one of the two points Lieutenant Cushing speaks of in the lower Nansemond, and the *Cohasset* the other. So station the latter. It will not be proper for the *Barney*, with her draft of water, to go above the bar at the mouth of Western Branch. The light 32-pounder of the *Mount Washington* can not keep a shell long enough in the air to explode a 15-second shell; 10-second shell will be sent to her as soon as practicable.

Major-General Keyes was on board this ship yesterday. I asked him what evidence there was that the enemy was in front of our lines. He answered the reports of deserters. The two flag-of-truce boats of the

9th, as you know, saw no rebel steamers on the James. One of the two flag-of-truce boats of this morning saw a steamer above City Point. When the enemy makes a serious attack in this quarter it will be both by land and water. What evidence is there that there is any considerable force before Suffolk? If the enemy have pontoons, as Lieutenant Cushing says, they can cross the Nansemond especially above Western Branch at their pleasure. Their field artillery, properly placed, is more than a match for our little gunboats in that situation, where even their sharpshooters can drive our men from their guns. If there is an enemy there in force Major-General Peck will find these little improvised gunboats a very insufficient defense for his rear. I have lately had urgent calls for gunboats in the sounds, in addition to our considerable force there, and have sent several since then. I have had equally urgent calls for gunboats in the York River, in the Nansemond, and in the James to guard Williamsburg.

Owing to the number and kind of the enemy's vessels above us at Richmond, this last position would require all the naval strength I have here; this vessel can not go there, and I can not further scatter my force. The truth is the army should cease the impolicy of occupying so many detached and weak positions, and relying upon what are called ferryboats in New York and gunboats here to make such positions tenable. Lieutenant Lamson will please say to General Peck that I have done all I can, and hope soon to hear that all is quiet near Suffolk.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

Report of Lieutenant Cushing, U. S. Navy, regarding a supposed spy, and stating his ability to retain command of the Nansemond River.

U. S. S. COMMODORE BARNEY,
Nansemond River, April 13—1:20 p. m.

SIR: I send a boy who deserted from the rebels day before yesterday. He has been closely questioned by me, and I am far from satisfied with his story. He first said that the Confederates took him from Petersburg day before yesterday. After a time he made the time three weeks. First said that he ran away 5 miles from Suffolk; next, that he was at the time only 2 miles from Petersburg, and finally that he ran away at both places. He once denied that he had been near Suffolk, but evidently has. I cross-questioned him strictly, and thus made him contradict himself. He is a smart boy, and I think a spy. He wants to ship, but I do not want him here, for he would desert and go back to them with information at night.

The Confederates are trying without doubt to surround General Peck. I find that there are about 10,000 men on the left bank of the river, and these are probably the flanking force. The rest of Longstreet's force is on the right bank, in rear of Suffolk. I understand that he has some siege pieces and heavy artillery. I can and will prevent them from crossing below the barricade. Some of the Confederate cavalry was in sight this morning, and women and children came down to us for protection. I have seen no point on this river that can be called a good artillery position, and have no doubt but that our light

boats can retain command of the Nausemond. General Peck's fortifications are of the strongest description, and he can repulse any force of the enemy. No more vessels are needed. Lieutenant-Colonel Kimball, of the Ninth New York Zouaves, was shot dead by General Corcoran night before last. I shall seize all the boats in the river until the enemy advance or retreat. I may be wrong in my opinion of this drummer boy; you can judge better than I.

Very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Lieutenant Lamson, U. S. Navy, regarding an exchange of artillery fire with the enemy.

U. S. S. MOUNT WASHINGTON,
Off Suffolk, April 13, 1863—4 p. m.

SIR: This morning the enemy appeared on the Somerton road and there were some exchanges of artillery fire. General Peck sent me a dispatch saying they were coming down the Providence Church road and I sent orders to the *Alert*, just below the point, to fire on that road. About an hour since the enemy showed themselves just coming out of the woods, and I opened fire from this vessel, the *Cohasset*, and *Alert*. They have retreated into the woods. General Peck sent to ask if I could hold this side against four or five thousand infantry and cavalry. I replied that I thought I could if they had not more than one light battery.

No artillery has yet been seen on this road. The *Stepping Stones*, Captain Harris, is patrolling with the *West End* from the Western Branch to this point, with orders to report occasionally. I saw General Peck to-day, and he expressed himself perfectly satisfied with the disposition of the boats and said they were in the most advantageous position. He requested that I would keep at least two of them abreast the town, unless I discovered the enemy actually crossing or attempting to cross below.

The *Swan* has just come up with ammunition, and I have taken on board as much as I can stow with safety. She has no primers or ammunition for the 32-pounder. I need the primers, as the *Cohasset* has only half enough for the ammunition she had on board when she came up this morning—thirty 20-second paper-case fuzes, forty 15-second and forty 10-second for her 20-pounder rifle. I shall direct the boats to take on board as much ammunition as they can stow with safety and send the *Swan* down with this dispatch.

We have provisions on board this vessel for one week, and I am getting coal from the army. This morning at 2 a. m. two shots were fired across our deck from some bushes on the bank. The watch had their arms in their hands and returned the fire immediately.

The guns on board the boats are: One 32-pounder, 27 cwt.; one 20-pounder Parrott rifle, four 12-pounder rifled howitzers, five 12-pounder smoothbore howitzers (heavy).

The pilot house of this vessel is well protected with iron, and rifle screens have been put up on deck. I have visited all the boats to attend to their preparations, and you may depend, sir, upon us to do all that is possible to assist General Peck in any emergency.

The enemy is along the river, and the *West End* has been fired on with rifles.

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

R. H. LAMSON,

Lieutenant, Commanding off Suffolk.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, of an engagement with the enemy when moving down the Nansemond.

U. S. S. MOUNT WASHINGTON,

Above Western Branch Nansemond River, April 13, 1863—6:45 p. m.

SIR: I have the honor to acknowledge the receipt of your order of to day, and have ordered the *Cohasset* to report to Lieutenant Cushing in accordance therewith. I have detained the *Swan*, as I did not think it safe for her to come down. Major-General Keyes requested me to bring him down in the *Mount Washington*. I shall return to Suffolk immediately with the *Stepping Stones* and act as circumstances may render necessary until further orders from you. The *Alert* twisted her rudderhead this afternoon, but would probably be repaired this evening. On our way down we received quite a sharp musketry fire from the enemy's skirmishers. Six or eight balls struck the screens you sent down last evening, directly abreast the window of the pilot house. No one on board was injured. We kept up a return fire from our rifles and from the guns with canister and shrapnel. Hoping that my dispositions here may meet your approval,

I have the honor to be, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

I send down Benjamin Simmons, who has received a contusion (leg).

R. H. LAMSON,

Lieutenant, U. S. Navy.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, approving his determination to hold the lower Nansemond.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., April 13, 1863.

SIR: Yours of this date received this evening. I am highly gratified with your opinion that you can, and your determination that you will, prevent the enemy from crossing the Nansemond below the Western Branch. The width of the river there allows the *Barney* to move about and fire, which will greatly favor your efforts; but it is in the narrow, creek-like stream above the Western Branch that the light vessels are exposed to the fire of the fieldpieces and musketry, and whilst I place confidence in the intelligence of Lieutenant Lamson and the officers and crews of the *Mount Washington*, *Stepping Stones*, *Cohasset*, and *Alert*, I do not think it prudent that General Peck should exclusively rely on the invulnerability of these vessels to protect his rear, and should remove all his artillery (as he appeared to have done by Lieutenant Lamson's letter) which he had previously provided for this purpose.

It is very flattering to have the Army rely upon the Navy, but where so great a result is at stake it is proper that the general should not make the mistake of foregoing those judicious auxiliary measures necessary to secure so important a point as the protection of his rear. I expected Lieutenant Lamson to call the general's attention to the facts of the case. I shall accept your opinion that the boy you sent this evening is a spy, and shall treat him as a prisoner for the present. Relying on your opinion of your ability to keep the enemy from crossing the lower Nansemond, I revoke my order to call the *Cohasset* from above to assist, and shall so apprise Lieutenant Lamson.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Lieutenant W. B. CUSHING, U. S. Navy,
Commanding U. S. S. Commodore Barney, Lower Nansemond River.
(A copy of this sent to Lieutenant Lamson.)

[Telegram.]

HEADQUARTERS, *Suffolk, Va., April 13, 1863.*

The gunboats on the Nansemond, in conjunction with the land batteries, have been engaged through the day, repulsing Anderson's division very handsomely.

JOHN J. PECK,
Major-General.

Admiral LEE,
Newport News.

[Telegram.]

NEWPORT NEWS, *April 13, 1863—Midnight.*
(Received 12:50 a. m., April 14.)

General Peck, from Suffolk, just telegraphs me that he is informed the enemy has eight ironclads on James River, and are coming down to cooperate with their forces now attacking Suffolk, threatening to cross the Nansemond and get in his rear. Fighting has been going on all day, and he will be attacked to-morrow early. He wants more vessels in the Nansemond, and I have not got them. Can you quickly send them some light-draft, rifle-screened boats from the Potomac? I require more force. The situation is critical.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

SUFFOLK, *April 14, 1863—a. m.*
(Received 10:30 a. m.)

Two or three of the gunboats have been disabled, and the enemy are pushing us very hard on the river flank. Can you not send us more?

J. J. PECK,
Major-General.

Acting Rear-Admiral LEE,
Flagship Minnesota.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 11, 1863—11 a. m.

On receipt of your dispatch last night I telegraphed the Department for light-draft, rifle-screened gunboats for the Nansemond, hoping there might be some of these in the Potomac Flotilla. The Department just replies that four boats are coming, but fears they can not go far into the Nansemond. I shall apply at the fort for Nansemond pilots for them, and send them as far as they can go.

I shall have the light-draft tug *Alert*, just returned disabled from the Nansemond, repaired in a few hours. I have sent for some rifle screening and hope to increase to-day and to-morrow the force in the river.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
 Major-General PECK,
Commanding at Suffolk, Va.

Report of Lieutenant Cushing, U. S. Navy, regarding an attack by the enemy upon the gunboats in the Nansemond.

U. S. S. COMMODORE BARNEY,
Nansemond River, Virginia, April 14, [1863]—7:30 p. m.

SIR: This morning the vessels from above came down—the *Mount Washington* disabled. About 11:30 [a.] m. the enemy fired on us with seven pieces of artillery, giving us a cross fire. At once got underway and went into action, silencing the enemy in an hour. At about 1 p. m. the rebels took up a position within 700 yards of the *Mount Washington*, which was aground, and opened on us with both artillery and sharpshooters. I kept close to the disabled steamer, and fought the enemy until high water, when I ordered the *Stepping Stones* to take the *Mount Washington* in tow. This was done under a heavy fire. At 5 p. m. I had the satisfaction of silencing the enemy's battery. My loss foots up 3 killed and 7 wounded. I do not know as yet what the casualties are in the other vessels. I have eight raking shots, but fortunately my engine is not disabled. I can assure you that the *Barney* and her crew are still in good fighting trim, and we will beat the enemy or sink at our post. I need more ammunition for IX-inch and 6-inch guns. The worst of the wounded, and the dead, I send down to the *Minnesota*. It is only requisite to look at the *Mount Washington* to see with what desperate gallantry Lieutenant Lamson fought his vessel. I am now taking in coal and shall anchor for the night where we have fought all day.

I am, sir, very respectfully, your obedient servant,
 WM. B. CUSHING,
Lieutenant, Commanding.

[Acting Rear-Admiral S. P. LEE, U. S. Navy,
Commanding North Atlantic Blockading Squadron.]

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, regarding shipment of ammunition and coal.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 14, 1863—8:30 p. m.

We are now trying to ship the *Alert's* rudder, which was repaired at Old Point to-day, and have done some rifle-screening to the *Zouave* and the *Alert*.

Ammunition was shipped from Old Point via Norfolk and Suffolk before Captain [Acting Master] Harris's letter was received this evening, when a tug was sent in hope of intercepting it at Norfolk and bringing it back. I hope to send all the ammunition in these tugs at daylight in the morning. Coal was sent you by the *Philadelphia* this afternoon. An engineer from this ship, with mechanics, materials, and a forge, will go up in the tugs in the morning to repair the boilers in the *Mount Washington*, which vessel, I understand, is aground this afternoon at the bar, but the *Stepping Stones* will tow her off at flood tide and take her below the bar to the *Barney*. It appears that the gunboats are now all out of the upper Nansemond and that some rebel infantry have crossed the Nansemond, got into our rear at Suffolk, and will interrupt our communications.

I understand, also, that there are now ample supplies at Suffolk, partly, if not mostly, got there whilst the gunboats held the enemy in check from crossing the Nansemond. I presume the rebel batteries are now so fully developed on the upper Nansemond that Lieutenant Lamson will not be able to do much, if indeed anything, more there with the few light vessels not disabled. Abandoned rebel batteries at Pig and Barrel points at the mouth of the Nansemond may be reoccupied with a view of cutting off your communications. It might be well to shell these some, and then examine them to see what their present condition really is. Be cautious about this. You have done a good part and I rely upon your conduct. I leave you to judge of the situation before you. Let me hear from you as changes and opportunities occur.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

P. S.—April 15—5 a. m.: General Dix, from Fort Monroe, at 1 o'clock this morning, says that it is of the utmost importance that the gunboats should continue their stations in the Nansemond, as the great danger to General Peck is that the enemy may cross. This is later and more authentic information than I had when writing to you last night.

Do the best you can with the means at your disposal to effect this object. The *Cohasset* accompanies the *Zouave*, both taking ammunition. The *Alert's* rudder could not be shipped last night. We hope to succeed with the light of this morning, when she will be sent to you. The *Cohasset* has no rifle-screening. I expect some by the Baltimore boat this morning, and will send some to you as soon as possible. Do not waste your ammunition.

S. P. LEE,
Acting Rear-Admiral.

Report of Lieutenant Lamson, U. S. Navy, regarding engagement of the U. S. S. *Mount Washington* with the enemy in Nansemond River, April 14, 1863.

U. S. S. STEPPING STONES,
Nansemond River, Virginia, April 22, 1863.

SIR: I have the honor to submit the following detailed report of the action of the 14th instant in the U. S. S. *Mount Washington*, then under my command. I will submit a connected report of the operations of the flotilla in the upper Nansemond as soon as possible.

On the evening of the 13th instant I brought Major-General Keyes down from Suffolk, having in company the *Stepping Stones*, Acting Master T. A. Harris, and the *Alert*, Acting Master Cox; we ran

through a very heavy fire from the enemy's sharpshooters, losing one killed and one wounded. At daylight on the 14th instant I got underway to return to Suffolk, the *Mount Washington* leading, and followed by the armed army steamer *West End*, under Lieutenant Rowe, Ninety-ninth Regiment New York Volunteers, and the *Stepping Stones*.

As we turned the bend below Norfleet's Point, I discovered a fresh earthwork on the point and commenced shelling it; seeing nothing but riflemen behind it, I gave the signal to run past, and, when within 400 yards, the enemy opened fire from seven pieces of artillery which they rolled into the work from the woods. One of the pieces was a 20-pounder rifle, the first shot from which entered our boilers. Other shots struck in quick succession, raking our bows and the forward part of the decks; the engines immediately stopped, the vessel drifted against the bank, and the escaping steam and hot water drove almost everyone out of the vessel, but at my order they returned and opened fire from all our guns. The *West End* also got aground, and I sent Third Assistant Engineer Rainier to the *Stepping Stones* with an order to come up and tow me off, which was done, and as soon as the *Mount Washington* was out of range I anchored and sent Captain Harris to tow off the *West End*. We then proceeded down the river, the *Stepping Stones* towing the *Mount Washington*, and the enemy's sharpshooters firing from almost every point. While passing the bar and obstructions near the mouth of the Western Branch, the tide being low, the *Mount Washington* grounded, and almost immediately the enemy opened upon us with ten pieces of artillery, six planted in a strong earthwork on Hill's Point, and four in the woods to the right, throwing a cross fire into our vessels.

Finding that the *Mount Washington* would be immovable till the next high tide, I ordered the engineers, firemen, and all others except the men I brought from the *Minnesota* to man the guns, to go on board the *Stepping Stones*, and directed Captain Harris to go down to a safe position and to come up and tow me off at high water. The *West End*, being short of coal, continued on down the river.

The enemy kept up a heavy and well-directed fire from his artillery and sharpshooters, posted in the bushes and rifle pits that lined the banks, and was replied to by all our guns and by those of the *Commodore Barney*, Lieutenant Cushing, who came as near the bar as his draft of water would permit and supported me throughout the action in the most gallant manner. The *Stepping Stones* also used her rifled guns with great effect. The enemy soon obtained our range, and his artillery told with fearful effect on the timbers and machinery of these slightly-built vessels.

By 1:30 p. m. we had silenced the enemy's battery and dislodged his sharpshooters, using from the *Mount Washington* canister and 2-second shrapnel.

About 3 p. m. the enemy reopened with a less number of pieces from a new position, a little to the right of the first one, and his sharpshooters poured in a most galling fire from the trees and rifle pits.

We immediately replied with all our guns, and the firing was uninterrupted till we got out of range at 6 p. m.

As the tide rose the vessel swung so that the bow guns would not bear, when I had a 12-pounder howitzer mounted on the hurricane deck, and, with the assistance of Master's Mate Birtwistle and Seamen Sullivan and Jourdan, worked it till the bow guns could be brought to bear. The gun was struck several times by the enemy's shot, and the woodwork near it was much cut up. As soon as the vessel began to float I sent a boat to carry out a hawser to a pile at the obstructions, manned

the capstan, hove up the anchor, and commenced warping down, when the rebels shot away the pile and obliged me to anchor again and send out a boat with another warp, which was done. A kedge was also got ready for warping farther down. A little after five the *Stepping Stones* came up to tow me off, when she received the entire attention of the rebel battery, and had her pilot house and decks much cut up and one gun dismantled. The hawser slipped, and the channel being so narrow she was obliged to run down some distance before she could turn, when the artillery was again turned on the *Mount Washington*. Captain Harris soon ran up to me again, and at 6 p. m. I was out of the enemy's range. The *Barney* still remained engaging the enemy, and continued to fire till the enemy ceased and withdrew. Toward the close of the action the *Mount Washington's* flagstaff was shot away even with the upper deck, when Mr. Birtwistle and Seaman Henry Thielberg assisted me to haul it up out of the water by the ensign halyards, raise it, and lash it alongside the stump.

I can not find words to express to you, sir, my admiration of the courageous conduct of my officers and men, who fought the guns for six hours, aground, in a disabled vessel, under such a fire of artillery and musketry, and who did not flinch even from working a gun on the open hurricane deck, or from going out twice in a boat to carry a hawser. I wish, sir, through you, to express my warmest thanks [to] Captain [Acting Master] Haynie, of the *Mount Washington*, and his executive officer, Mr. Griffin, who nobly refused to leave the vessel when his crew was sent away, and who rendered the most valuable assistance during the action. Master's Mate Birtwistle, of the *Minnesota*, behaved in the most gallant manner, and I respectfully recommend him to your notice as a most brave and efficient officer. All the men behaved so well that it is difficult to discriminate, but the following instances of devotion came under my own observation. Joachim Sylvia was instantly killed by a shell that knocked him overboard, when Samuel Woods, captain of the gun, jumped overboard and swam after the body, which sank before he reached it, when he immediately swam back to the vessel, went to his gun, and fought it to the close of the action in a manner that attracted the attention of everyone. After the action he was as much noted for his tender care of the wounded. Henry Thielberg (seaman) assisted to haul up and raise the flagstaff, and volunteered to go upon the pilot house to watch the movements of the enemy, and although I saw three balls strike within a few inches of his head, he did not move from his position till ordered down.

Robert Jourdan and John Sullivan assisted to work the howitzer on the upper deck when the other guns would not bear. Robert Wood, boatswain's mate, behaved with great courage and did not leave his post when struck on the head by a spent ball. These men were from the *Minnesota*. I wish also to mention Quartermaster Delon, of the *Mount Washington*, who remained with me at the wheel after everyone else had been driven from the deck by the escaping steam and the enemy's shells. Third Assistant Engineer John Healey reported to me that the only men who remained at their posts in the engine room were William Jackson and James Lody, both colored.

Lieutenant Cushing, in the *Commodore Barney*, remained as near the *Mount Washington* as the depth of water would permit, and it was owing in a great measure to his well-directed fire, causing the enemy to shift his position, that the *Mount Washington* was not entirely destroyed. His vessel was fought in the most effective manner, and he sent his gig to me to ask if he could do anything more. Acting Master T. A. Harris, of this vessel, requested permission to remain with me, and

I was obliged to give him several positive orders before he would cast off the *Mount Washington*. When he came up to tow me off, the enemy's fire was entirely directed at the *Stepping Stones*, with the hope of disabling her, and the manner in which he handled his vessel elicited the highest admiration from all who saw it. I can not speak too highly of his energy, courage, and skill.

For a list of our casualties, I respectfully refer you to the report of Assistant Surgeon Samuel J. Jones, of the *Minnesota*, who did his duty on board both the *Mount Washington* and *Stepping Stones*, and who was sent down by Lieutenant Cushing in charge of the killed and wounded, which amounted to more than one-tenth of the number of men in the three vessels.

The *Mount Washington* is so completely riddled in hull and machinery that I can not attempt to give a statement of her damages.

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

ROSWELL H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 15, 1863.

SIR: I have respectfully to report the following casualties in the naval forces in the engagements with the enemy on the 13th and 14th instant on the Nansemond River, below Suffolk, Va., viz:

From U. S. S. Minnesota.

Killed.—Charles Kling, seaman; Joachim Sylvia, ordinary seaman.

Wounded.—Robert B. Wood, cockswain, slightly; George McDonald, seaman, slightly; William H. Cole, quarter gunner, slightly; Benjamin Simmons, captain of forecastle, slightly.

Missing (probably killed and lost overboard in the engagement).—Anthony Nicholas, ordinary seaman.

From U. S. S. Commodore Barney.

Killed.—Joseph T. Collins, landsman; John Millett, seaman; William A. West, quartermaster.

Wounded.—Henry N. Fish, severely; Jacob Diebert, landsman, slightly; Patrick T. Curran, landsman, slightly; James B. Collins, landsman, severely; William Short, boy, contused slightly.

From U. S. S. Mount Washington.

Wounded.—Pilot John W. Small, severely.

From U. S. S. Stepping Stones.

Wounded.—John Sullivan, first-class fireman, severely; Giles Scott, boy (contused), slightly; John Down, boy (contused), slightly; Samuel Dent, boy (contused), slightly.

Total.

Killed	5
Wounded	14
Missing	1

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

SAML. J. JONES,

Assistant Surgeon, U. S. Navy.

Fleet Surgeon WM. MAXWELL WOOD, U. S. Navy,

U. S. Flagship Minnesota.

Report of Lieutenant Cushing, U. S. Navy, of the shelling of the enemy's camp.

U. S. S. COMMODORE BARNEY,
Nansemond River, Virginia, April 15, 1863—1:15 p. m.

SIR: The enemy has not seen fit to renew the action of yesterday. I discovered his camp this morning and shelled it. Infantry and artillery retired without answering our fire, but may open on us at any moment. I have just received a dispatch from General Peck. The rebels have not crossed as yet, but he anticipates their intention to try it this afternoon or to-night. Lieutenant Lamson is still here, but will move up the river the moment the *Alert* arrives.

The rebels intended, no doubt, to cross at this point yesterday, but being beaten were unable to do so. I am taking the ranges and bearings of the points above, and shall use my IX-inch guns with long fuzes if requisite. I forgot to mention in my dispatch of last night that my 100-pounder Parrott was disabled yesterday. A rifle shell carried away the elevating screw and about a foot and a half of the muzzle is blown off. One wheel of 12-pounder howitzer was shot away, but a spare one made it all right. It may be that the rebels are masking batteries in the edge of the woods, but I will not be driven off in any event.

Please excuse the haste in which this is written, as I have much to look out for. General Peck has one army gunboat at Suffolk.

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

WM. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

[Telegram.]

SUFFOLK, April 15, 1863.
(Received 4:30 p. m.)

The enemy is said to be crossing at Sleepy Hole, below the mouth of the Western Branch, where the river [Nansemond] is wide. The river was left unprotected last night. General Peck is at the front.

BENJ. B. FOSTER,
Assistant Adjutant-General.

Admiral S. P. LEE.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 15, 1863—4:30 p. m.

Lieutenant Cushing reports that the enemy had not crossed at quarter past 1 o'clock to-day.

The tug which brought his report says all is quiet on the lower Nansemond and our boats moving between Hallowing [Halliday's] Point and the obstructions at Western Branch. The boats were driven, disabled, out of the upper Nansemond yesterday. The navy boats will do all in their power to assist you, but I fear those I could send this morning may not, from their draft, be able to cross the obstructions.

S. P. LEE,
Actg. Rear-Admiral Comdg. North Atlantic Blockading Squadron.

B. B. FOSTER,
Assistant Adjutant-General, for Major-General Peck, Suffolk, Va.

Report of Lieutenant Lamson, U. S. Navy, of engagement with the enemy at Western Branch (Hill's Point) battery.

U. S. S. STEPPING STONES,

Off Sleepy Hollow [Hole], Nansemond, [April] 15, 1863—8 p. m.

SIR: I was in hopes the *Alert* would arrive in time to cross the bar at Western Branch with me at high water this morning and go up the river again. If we have two boats, one can tow the other off if disabled or aground. This afternoon at 4 I got underway to make the attempt, but the wind was so high that we could do nothing with the vessel, she has so much out of water. About 5 p. m., the *Barney* shelled the point above us. I ran up to dislodge the enemy by taking them in rear. The guns were loaded with canister and primed, and the men kept under cover till we rounded the point when we saw his reserve of about 100 men behind the bluff and completely uncovered. They ran and we fired five charges of canister directly into their flank and rear. I saw quite a number fall and after we had forged ahead they ran out of the rifle pits and carried them off. At this time the *Barney* made the signal that she needed assistance and I turned round and went back. She was aground and I towed her off. They had remained in the rifle pits and poured even a heavier fire into us than when going up. It was the hottest rifle fire we have been under. I kept the men covered as much as possible and had only three men wounded (one severely, belonging to the *Barney*). A sergeant brought down word that their batteries had been silenced at Norfleet's and wanted the *West End* to come up. I shall go cautiously as soon as possible. I am perfectly confident that no rebels have crossed. I am patrolling the river to-night with the *Zouave* and *Cohasset*. When the *Barney* got aground the rebels sent off some men, probably to bring up their artillery. I can not speak in too high terms of the coolness, courage, and activity of Captain Harris, who handles his vessel under fire better than he does anywhere else. I will make a detailed report of the action of the 14th as soon as possible.

Very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

7:30 A. M., [APRIL] 16.

SIR: Your dispatch by Dr. Franklin is received and has my utmost attention; the *Barney* is shelling the point and I shall go up in this vessel and see if they have any artillery; if not, I will signal up the *Cohasset*. I fear she may ground on the bar, though the captain is confident she will go over. I shall not expose her to unnecessary risk. I am of your opinion, sir, that the rebels will cross above this, if at all, where the river is narrower. An army officer said yesterday that they considered one of the boats at Suffolk would be worth a brigade of men. They said the army had had scarcely any fighting yet. We are doing all we can do, sir, and will continue to make every effort.

Very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy.

P. S.—I am short of ammunition for the rifled howitzers. If we get to Suffolk we can get plenty from the *Swan*. I did not know the *Zouave* was going down yesterday, or I would have sent for some.

Very respectfully, etc.,

R. H. L.

[Telegram.]

SUFFOLK, *April 15, 1863—11:05 p. m.*

There has been a large force on the upper Nausemond all day, but they have been prevented from crossing. I fear they will attempt this to-night. If your boats can arrive at once we shall be able to hold the river.

PECK,
Major-General.

Admiral LEE.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 16, 1863—1 a. m.

Your dispatch is just received. We have now four vessels in the Nausemond with orders to do their best to prevent the enemy from crossing it. I fear that but one of these will be able to get above the obstructions. Two of our lightest drafts have returned disabled. The vessels expected from the Potomac have not arrived.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General PECK,
Commanding at Suffolk, Va.

Letter from Lieutenant-Commander McCrea, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, regarding the transfer of four steamers to the command of the latter.*

U. S. S. JACOB BELL,
Potomac Flotilla, April 15, 1863.
(Received April 16, 3:45 p. m.)

SIR: The U. S. steamers *Yankee*, *Cœur de Lion*, *Primrose*, and *Teaser* have been ordered to report to you for service from the Potomac Flotilla, by order of Commodore A. A. Harwood, commander in chief, Potomac Flotilla.

I am, very respectfully, your obedient servant,
E. P. MCOREA,
Lieutenant-Commander and Captain of the Fleet, Potomac Flotilla.
Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Endorsement (April 16, 1863, 8:30 p. m.) on order to Acting Master C. H. Brown, commanding *Cœur de Lion* (April 15, 1863), to proceed to Newport News and report to Admiral Lee.

Transfer to the *Alert* one of the pilots you receive from the *Mystic*, and at daylight to-morrow morning (17th) proceed in company with her up the Nausemond, communicating on your way with the *Commodore Barney*, and obtain from her such ammunition as Lieutenant Cushing may have to send up the river, and then proceed and report to Lieutenant Lamson for such duty as he may assign you, taking with you the ammunition from the *Barney*, which the *Philadelphia* will take to her at daylight.

S. P. LEE,
Acting Rear-Admiral.

* For correspondence relative to dispatch of U. S. steamers *Yankee*, *Primrose*, *Cœur de Lion*, and *Teaser* from Potomac Flotilla, see Series I, volume 5, pp. 254-256.

Endorsement on orders of Acting Master T. P. Ives, U. S. Navy, commanding U. S. S. *Yankee*, from Potomac Flotilla, April 16, 1863.

Proceed with the *Yankee* and in company with the *Primrose*, which is supplied with a pilot, up the Nansemond River, and report to Lieutenant Lamson, U. S. Navy, for such duty as you can perform and as he may assign you. As you have coal, assist the *Primrose*, now coaling from the colliers close by, to coal with dispatch. At 5 p. m. the *Primrose* will give you a lead up the Nansemond.

S. P. LEE,
Acting Rear-Admiral.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 16, 1863.

I send to you three armed tugs and you will return the *Cohasset*, taking from her whatever you may want.

The *Alert* leaves the navy yard at 4 p. m., but having no pilot will not reach you until to-morrow morning, when she will bring another armed tug from the Potomac.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants LAMSON and OUSHING.

[Telegram.]

FORT MONROE, *April 16, 1863.*

Every disposable man has been put on the river. I have reenforced General Peck to the extent of my ability. If your gunboats could feel the way up we could protect them from one side. The *West End* was disabled, but went up again at 6 last evening. Our line is intact as yet. I am just going to Norfolk to be back to-night.

JOHN A. DIX,
Major-General.

Admiral LEE.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding condition of affairs in the upper Nansemond.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 16, 1863—Noon.

SIR: Nothing of importance has occurred at Suffolk to report to-day. Since Lieutenant Lamson fought his way down the upper Nansemond on the 14th with two improvised gunboats, weak river craft, there have been no gunboats on the upper Nansemond save one armed army tug at Suffolk.

The upper Nansemond is 7 miles long and difficult to navigate, as it is very crooked and narrow and has some bad bars. It is, in fact, a mere creek.

Though two nights and nearly two days have elapsed since our gunboats were driven down, the enemy has not yet crossed. General Dix has just informed me that our line is intact as yet.

If the enemy is not merely making a feint in this quarter, I do not see why he has not attempted to cross the Nansemond and get into

General Peck's rear, which he could have done if he is here in the great force which his deserters report.

The army authorities make frequent, urgent, and embarrassing calls on me for gunboats to assist them in holding weak detached posts and long, weak lines, which they can not hold, and which the gunboats could not make secure even if I had the number and kind which these extraordinary calls require.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Cushing, U. S. Navy, of the probable withdrawal of the enemy from his defenses.

U. S. S. COMMODORE BARNEY,

Nansemond River, Western Branch, April 16, 1863—2:30 p. m.

SIR: Lieutenant Lamson went up the river at high water this morning with the *Stepping Stones*, *Cohasset*, and *West End*. I do not think that they encountered any artillery. The earthwork from which we forced the enemy on the 15th has not been taken possession of again by their battery. I drove them from their rifle pits this morning, but it is not possible to keep them out. I think that they have only left enough men here to make their intention doubtful and have withdrawn to some other point. The cars were underway this morning and all last night on the Roanoke and Seaboard Railroad. I could hear the whistle of the engines and see the smoke of numerous trains. I can only believe from present indications that the enemy is in retreat.

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

W. B. CUSHING,

Lieutenant, Commanding.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

[Telegram.]

OFF NEWPORT NEWS, *April 16, 1863—6 p. m.*

Reports from Lieutenants Cushing and Lamson just received. The enemy have not crossed the river and there is every indication that they are retreating, though they still have some artillery and sharpshooters on the Nansemond. Our boats shot down a number of their men to-day with canister, and we had 3 wounded, making in all 5 killed and 18 wounded in our little flotilla, to which, from what I can learn, the fight has been pretty much confined. Three boats from the Rappahannock just arrived and gone up. Troops are arriving here from the Potomac. As I wrote the Department, the enemy has not improved his opportunity the last forty-eight hours of crossing the Nansemond.

S. P. LEE,

Acting Rear-Admiral.

SECRETARY OF THE NAVY.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 17, 1863—*a. m.*

The *Philadelphia* will go up at daylight in the morning with ammunition. Discharge her and send her back from the *Barney*. Let the *Alert* and *Cœur de Lion* take any ammunition she may have to Lieutenant Lamson. Report the situation by the *Philadelphia*. General Peck telegraphed General Dix at 5 p. m. that the enemy were around and threatening him. The cars you heard must have been ours. General Foster has received some succors of men and provisions, and writes to me in good spirits.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

Report of Lieutenant Cushing, U. S. Navy, regarding the erection of earthworks by the enemy.

U. S. S. COMMODORE BARNEY,
Western Branch Nansemond River, April 17, 1863—8:30 *a. m.*

SIR: The *Primrose* draws too much water to go over the bar; so does the *Yankee*. I shall send the *Alert*, *Cœur de Lion*, and *Teaser* up in an hour. The rebels are again in force in my front, throwing up earthworks. Artillery has been in sight this morning, and I expect an attack to-day. I can go within musket range of the enemy, and will cover the passage of the light boats. Last night General Getty and Lieutenant Lamson came down to capture the rebel sharpshooters. I took them in front, as they ran away, with 5-second shell. I do not know as yet to what extent they (our force above) have been successful. I send you two deserters from a Mississippi regiment. I am aware that you like to know the real state of affairs in the enemy's, as well as our own camps, and these men can give you a great deal of information. The *Yankee* and *Primrose* will be of great use here, and I shall station them at once. I do not care to send a detailed report of the fight of the 14th till we get through with the rebels in this quarter. You are mistaken in supposing that the "cars" mentioned in my last were ours; they belonged to the enemy, and were right abeam of this boat, on the rebel shore.

I am, sir, very respectfully, your obedient servant,
WM. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Lieutenant Lamson, U. S. Navy, regarding proposed attack upon Confederate batteries at Hill's Point, Western Branch.

U. S. S. STEPPING STONES,
Off the Wood Yard, 2 miles above Western Branch,
April 17, 1863—9 *a. m.*

SIR: In accordance with my intention expressed to you yesterday, I got underway at 8:30 (high water), directing the *Cohasset* to steam up to the bar, but not to cross till I ascertained if there was any artillery

in the rebel battery and gave him the signal. I feared he might get aground. The *West End* came up at that time and Lieutenant Rowe placed himself under my orders. The *Commodore Barney* shelled the point and I ran past, receiving a very heavy fire of musketry. Having seen the impossibility of reaching the rebels in their well-protected pits, when close under the bank, I ordered the guns to be charged with canister and the men to be kept entirely under cover, using their rifles only from behind the screening. The other vessels received the same orders and we passed without loss. I hoped to get another flanking fire on their reserve, but it had been moved back into the woods. Finding no artillery, I signaled the *Cohasset* to come up. I found a picket here and sent a dispatch to General Peck, asking him if he would prefer me to come to Suffolk or remain here and guard this part of the river, which seemed to me more important. I also sent out two cavalymen to get information from the officers and pickets along the river. They say that the rebel batteries are all silenced, which I suppose means that they have rolled the guns a little back into the woods. General Peck replied that this was one of the most important points to guard, and he thought I had better remain and act in conjunction with General Getty, who commands this part of the line, and to open communication with General Getty. He said if a gunboat could be spared from here it would add much to his security to have one at Suffolk. General Getty said he would like to have a gunboat to go up to draw the fire of the rebel batteries to show him their position. I told him if General Peck wished me to go to Suffolk I would go immediately, but that I did not think you would approve of my exposing the boats to artillery merely to find their position and without other object in view. From the charts you sent me yesterday I saw that it would be quite easy to throw a body of soldiers across here to the rebel side and march down in rear of the battery and rifle pits that have annoyed us so much and capture them all. I took the chart and rode over to General Getty's headquarters, about 2 miles distant, explained the position to him, and told him I had examined the country to be passed over. He approved of the plan entirely and directed Colonel Donohoe, Tenth New Hampshire Volunteers, and Major Wheelan, First Mounted Rifles, to act accordingly. He came on board and I ran down toward the battery. The general said he thought the part of the river near the point ought to be better guarded, but expressed himself perfectly satisfied when, in answer to a preconcerted signal, the *Barney* burst a IX-inch shell over the spot. At 11 last evening I received on board 200 men and anchored in the stream till 1 o'clock, when I ran up to the point selected and in ten minutes landed them on the opposite side. They were to march across the neck of land between them and the battery (please see sketch* by Dr. Franklin), surprise them while I attacked in front close under the battery and run up to a landing place at the upper end of it, receiving our troops and their prisoners on board before their reserves, several miles distant, could be brought up. After landing, the troops marched about 50 yards and came back because they saw four of the enemy's pickets. I received them on board immediately at the point where I landed them and took them back to their own side again.

I feared such would be the case, for the first signal the colonel wished to agree upon was that for retreat to the point of debarkation. General Getty thinks they would have succeeded and said this morning that he wished he had led the expedition himself. This morning I ran down to

* Not found.

engage the batteries while the *Alert* ran up. They had erected several new earthworks, which had been thrown up during the night, but from my position near the upper end of their works I shelled them completely out of the two entrenchments nearest me. I can get a good flanking fire on them. The *Alert* received three shots through the pilot house, killing the pilot, T. J. Hawkins, and wounding Quartermaster John Jones. General Getty sent for me to go down to Calhoun's [Calhoun's?] Point and show him the position of the rebel batteries and where he could put one that would not be exposed to a flanking fire. We found a position and he put two 20-pounder Parrotts in position. He said the gunboats alone had prevented the enemy from crossing and that he placed his main confidence in them. I assured him that your orders to assist him in any way possible should be carried out.

I have made arrangements to send our wounded to Suffolk in ambulances, to go from there to the hospital at Norfolk. I have made a requisition on General Getty for fresh bread and meat for my men and I am having coal and the ammunition on board the *Swan* hauled down to this point. It is 4½ miles to Suffolk by land, and 7 miles by water. I am getting canvas screening around the bow and stern, and have made a requisition for heavy bales for a barricade for the upper deck, which will afford a great deal more protection to the men. Please to send us cartridges instead of loose powder, for we have no more cylinders, and loaded shell, as we have no facilities for doing anything of that kind. General Getty thinks the attempt to cross will be made between here and Suffolk, and that the show of force at Western Branch is a feint. The river there is too wide for a pontoon bridge. My officers and men are all in good spirits and determined to give a good account of themselves. I can not say too much in their praise. General Getty has kindly offered to supply me with anything I need that he can procure. They keep a very poor lookout along the river. I have shelled rebels twice from where I am lying, and the army wished to know what I was firing at. My position here is a very safe one, and I have the boats placed so as to throw a cross and raking fire along the only point where the rebels could erect a battery to do us much damage.

If the enemy throws a pontoon bridge across I shall attempt to run it down at all hazards.

I have concerted a system of signals with the officers ashore so that I can be informed of any attempted crossing and of the direction. I am most careful, sir, to observe your cautions in regard to keeping my men well covered.

I am, sir, your most obedient servant,

R. H. LAMSON,
Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Cushing, U. S. Navy, regarding the movement of three steamers up the river.

U. S. S. COMMODORE BARNEY,
Nansemond River, Western Branch, April 17, [1863]—9 p. m.

SIR: At high water this morning I started the *Alert*, *Cœur de Lion*, and *Teaser* up the river. The *Alert* passed up safely, but the *Teaser* and *Cœur de Lion* grounded. I got the first named of the two off an

hour or two ago; the second got off before noon and was sent up the river this evening. The *Teaser* has in some way disabled the engine, and I am forced to send her down. I shall order the *Yankee* up at 9 in the morning, though I think it dangerous to do so, since she can not be guided by the helm when in the mud. We will lighten her as much as possible, and if she goes ashore under the fire of the battery I will protect her as much as possible. The *Primrose* can not go up in any event, but is of the greatest importance below. I have pickets ashore on this bluff, in order that I may not be surprised by the enemy, and in order that my officers may not be picked off from the brush. This forenoon two of my men captured the engineer in chief on the staff of the rebel Major-General French. He came down within 300 yards of the boats to make a reconnoissance, no doubt intending to locate rifle pits and batteries. He was accompanied by a citizen, armed, who made his escape. The people living in this vicinity aid the rebels in every way, and do not scruple to fire at our men. If I take one with arms in his hands trying to kill my men, I will not take him prisoner. Please bear in mind that this officer was captured below Western Branch Creek, which fact goes to prove that General French is on duty below my position; in fact, I am aware that he dined with his staff in the village of Chuckatuck, some distance below, and from the shore I also received information that a brigade of rebels is located 3 miles inshore from Sleepy Hole, and that they are constructing a masked battery there. I have sent the *Yankee* and *Zouave* there to-night, and have stationed the *Primrose* at Bush's Point, another dangerous spot. I remain in my old position with this vessel, within 700 yards of the battery and rifle pits. The Confederates have thrown up so much earth fronting me that I can do them very little injury by my fire. Their three guns bear on a point in the channel just above the bar, and seem to be stationary. I judge so from the fact that they did not fire on the *Teaser* during the five hours that she lay helpless within 500 yards of the fort, but they fired on the *Alert* just as she reached a certain point not 50 yards from the *Teaser*, and also on the *Cœur de Lion* this evening when at the same point, and when they passed this spot the firing ceased, though they would have been for some time within range of an ordinary battery. I am confident that these are pieces that I have disabled by knocking the carriages in pieces, and that they have so placed them that they bear on one point, and have wedged them in that position. If I could get directly in their front I could break them up in fifteen minutes, but they are behind a high bank of earth and do not bear on me at all.

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

W. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News.

Report of Lieutenant Cushing, U. S. Navy, proposing a plan for the capture of battery and rifle pits.

U. S. S. COMMODORE BARNEY,
Nansemond River, Western Branch, April 17, [1863]—10 p. m.

SIR: There is one thing that I neglected to state in my dispatch written an hour ago. The expedition that was to capture the rifle pits failed in consequence of the army men being frightened at nothing. Two hundred men were landed by the *Stepping Stones*; they remained ashore five minutes and saw three rebel pickets running away, which

so frightened them that they returned without firing a shot. If you can send me two launches with smoothbore 12-pounder howitzers or others, I will agree to capture the battery and rifle pits on the bank ahead and spike the guns. As the cannon are stationary, but few men are needed in their works, and I am confident that they can be driven out, killed, or captured by a close attack with launches in front and flank, and then a sudden land charge with about fifty men. Just after dark would be my time for attack, when the few men in the rifle pits can not pick the men off in the launches. It is important that these guns should be spiked, since every steamer going up has to pass the point on which they bear, and some must get disabled. Their position is such that the few rebels there could not get assistance in time to repel a sudden and vigorous attack. If this is not done the artillery will soon be repaired with new wheels or other disabled portions, and thus their force will regain several rifled pieces that can not now be used in the field. That captured engineer officer, whose name is Rogers, admits that the cars are running on the railroad. I knew that I could not be mistaken. I learn many of these points in advance of the army, and will try to give you reliable information. I shall take most of the men from the *Teaser* before sending her down, as I am short-handed in consequence of deaths, wounds, and five men lent to Captain Harris.

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

W. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. *Cœur de Lion*, of the passage of the Confederate battery at Hill's Point by that vessel.

U. S. S. *CŒUR DE LION*,
Nansemond River, April 17, 1863.

SIR: I have the honor to report to you the following particulars of the passage of this vessel by the rebel battery placed on the point opposite the obstructions.

At 6:45 p. m., we got underway, and having made every preparation in the way of protecting boiler and steam drum (which I did with chain cables and hammocks), we started up the river.

As soon as we came within range the rebels opened upon us with artillery and sharpshooters, and when opposite the point a shot struck our pilot house, knocking the wheel and all our steering apparatus to atoms, mortally wounding the pilot and dashing him completely through the port side of the pilot house, one-half of which was carried away by the same shot.

The vessel immediately swung toward the rebel battery, but as a tiller had been placed alongside the rudderhead it was instantly shipped and the quartermaster, James G. Burnett, took the helm which he kept till he had passed all danger. A second shot struck us, passing through the bow about 3 feet above the water line; it fell into the fore peak and there exploded, setting fire to the ship. Our buckets had been already filled before starting, and the hose screwed on to the force pump, so in a few moments the fire was extinguished.

Another shot passed a few inches above the boiler and cut the keel of the gig entirely off; another shot also hit the after block of the boat davit, and the stern of the gig fell into the water.

As we passed we gave the rebels our whole broadside, which we had trained abeam, and fired as soon as we brought them to bear.

The quartermaster, Joseph Crawford, was in the pilot house at the time it was knocked to pieces, but fortunately the shot struck a few inches to the port side of him. The boatswain's mate, William Horney, exhibited great coolness in sighting his gun under a galling fire from sharpshooters.

I would mention Mr. William G. Morris, acting ensign and executive officer, and state that he was most faithful in the discharge of his duties, and to him is due the credit of conning the ship after the loss of the pilot, as he gave the orders from forward, the helmsman not being able to see on account of the deck houses. All the officers behaved with coolness as far as they came within my notice. The pilot, William Ayler, colored man, died at 8 p. m., but no others on board were injured.

We anchored above the battery at 7:45 p. m.

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

CHAS. H. BROWN,

Acting Master, Commanding U. S. S. Cœur de Lion.

Lieutenant R. H. LAMSON,

Commanding Upper Division, Nansemond Flotilla.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Cœur de Lion, of his own conduct in connection with the expedition in the Nansemond River.

U. S. S. CŒUR DE LION, *May 13, 1863.*

SIR: I would most respectfully bring to your notice a few facts relating to the expedition in the Nansemond River which I considered would be too egotistical for me to write in an official report, but which I think, in justice to myself, should be made known to you, as they might exert an influence in my favor at some future time. Upon the 17th of April, during our first attempt to pass the rebel battery, the U. S. S. *Teaser* fouled her propeller and grounded on the bar within range of the sharpshooters in the rifle pits.

The *Cœur de Lion*, being next in line, went to her assistance, where we lay for two hours endeavoring to get [her] off. While directing the movements of the vessels I was frequently exposed on the upper deck, and while there a rifle ball passed through my coat sleeve, bruising but not cutting my shoulder. On the second attempt we passed alone by the battery, and when the pilot was killed and the wheel shot away, my report says, the tiller was instantly shipped; this was done by myself, as the delay of a moment to give the order to another would have been fatal to the ship, as she was at that time running into the bank of the narrow channel. When Rear-Admiral Lee did me the honor to send for me and congratulate me upon my success, Lieutenant Lamson told him the safety of the vessel was due entirely to my exertions. I did nothing more than my duty, but as there are so many volunteer officers in the service on trial whose antecedents are wholly unknown to you, I feel that, for the sake of my family, I should not shrink from any honorable course to obtain the good opinion of the Department. Trusting you will pardon me if I have overstepped the bounds of modesty, I have the honor to be, sir,

Very respectfully, your most obedient servant,

CHAS. H. BROWN,

Acting Master, Commanding U. S. S. Cœur de Lion.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, regarding the withdrawal of the naval force from the upper Nansemond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 18, 1863—Noon.

SIR: Your two reports of the 17th, 9 [p. m.] and 10 p. m., received to-day at noon. I shall be pleased to find that the *Yankee* was not sent up this morning for the good reason given by you and because I doubt the propriety of longer continuing our vessels in the Nansemond, which is, above Western Branch, a mere creek or natural canal, and unfit for the operations of vessels, now that the enemy is establishing his artillery and rifle pits so as to command that communication.

The enemy is occupying the left bank. Our army, reenforced since yesterday, should occupy the right bank and defend it with artillery and rifle pits. It would be better to have our number of guns ashore than afloat. I now write to Lieutenant Lamson not to remain in that creek any longer than his communications remain open so that he can return and rejoin you, nor so long as to risk his ability to return. Forward the enclosed to Lieutenant Lamson, if you have a safe opportunity to do so, by one of our army officers on the right bank (looking downstream) of the Nansemond.

S. P. LEE,
Acting Rear-Admiral.

Lieutenant W. B. CUSHING,
Commanding U. S. S. Commodore Barney.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, to withdraw from the upper Nansemond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 18, 1863.

SIR: I doubt the propriety of longer continuing our vessels in the Nansemond Creek [upper river], which is, above Western Branch, a mere creek or natural canal, and unfit for the operations of vessels, now that the enemy is establishing his artillery and rifle pits so as to command the water communications. The enemy is occupying the left bank. Our troops, reenforced since yesterday, should occupy the right bank and defend it with artillery and rifle pits. It would be better to have our number of guns ashore than afloat. You will not remain in the river any longer than your communications remain open, so that you can return and rejoin Lieutenant Cushing, nor so long as to risk your ability to return.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant R. H. LAMSON,
Nansemond River.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Crosby, U. S. Navy, to proceed to Suffolk as the bearer of a letter to Lieutenant Lamson.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 18, 1863—p. m.

SIR: Proceed to Suffolk, taking with you the enclosed open letter to Lieutenant Lamson, and deliver it to him, unless, after you have conferred with him and have ascertained the situation, you find good and

sufficient reasons in the exercise of a sound discretion for not doing so, in which event notify him to stay so long as he judges it best to do, notwithstanding the duplicate of the above sent up this evening by the *Philadelphia* for Lieutenant Cushing to forward.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Commander PEIRCE CROSBY, U. S. Navy,
Fleet Captain.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, regarding a proposed attack upon the enemy.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 18, 1863—9 p. m.

SIR: The attack you propose would be better by day than by night. We can not risk the loss of so many men. The squadron is not so fully manned as to justify the risk. More men can not be got, though they have been asked for. The enemy could reoccupy the work if we succeeded. If the fieldpieces now there are disabled the enemy can replace them. If he is casemating you can stop or harass him by occasional and irregular firing.

Captain Crosby will go to Suffolk in the morning to see to the propriety of withdrawing the vessels from the upper to the lower Nansemond now, or to arrange for doing so in full time to prevent their being cut off. Do you think the time to withdraw has come? When our vessels pass you can cover their passage. The armed citizen may have been an officer of importance on a reconnoissance. The rebel officers sometimes dress as private citizens. I would like to have a reconnoissance kept up to prevent the enemy from erecting defenses below you. The old battery at Barrel Point should be shelled and examined when there is a good chance to do it. The enemy may have moved their pieces outside their first battery, and you may not have its range. The vessels from above and you from below can fire on it when they wish to pass, at which time they should be prepared to assist each other, the best pilot in the deepest draft vessel going ahead.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant W. B. CUSHING, U. S. Navy,
Commanding U. S. S. Commodore Barney.

(Copy of the above sent to Lieutenant Lamson by Captain Crosby.)

Report of Lieutenant Lamson, U. S. Navy, regarding proposed plans for an attack upon the Confederate batteries at Hill's Point.

U. S. S. STEPPING STONES,
Off Wood Yard, Nansemond, April 18, 1863—9 a. m.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 17th instant. There are one or two things in it I do not understand, owing, I suppose, to their referring to something Lieutenant Cushing has spoken of.

The *Cœur de Lion* came up last evening. Her wheel is shot completely away, and the pilot, William (colored), killed; she is not otherwise injured and can be steered perfectly well by the tiller.

I rode out to General Getty's headquarters yesterday and proposed another attack on the battery that is annoying us so much, and which, if not taken, will cut off entirely my communications with the fleet below. I offered to take 500 men on board this vessel and land them at the landing place close to the upper end of the batteries and rifle pits, throwing ashore at the same time four of my howitzers, the other boats to take a raking position and cover the landing and embarkation. I know the water and the ground there; their guns do not bear on the landing place, and their force is not more than 300 or 400, probably not so much. It could all be done before they could receive any reinforcements. General Getty approves the plan, and so do his staff officers, but said his men were too tired to do it last night, but that perhaps we would try it to-night. If we can once get them out of the place the position is such that we can keep them out. The army seem to be lying perfectly at their ease, expecting us to take care of them.

General Getty has just come on board, and says General Peck wishes to see me at Suffolk in regard to this attack. General Getty will go up also. I hope they will make it, for I shall not be satisfied unless I take the battery that knocked the *Mount Washington* to pieces.

I detained the *Cohasset* and telegraphed you for orders. She is very efficient here and can not go down without danger.

Hoping to meet your approval in all I may do, I have the honor to be, sir, your most obedient servant,

R. H. LAMSON,
Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

SUFFOLK, *April 18, 1863.* (Received 12 m.)

General Getty and myself have conferred with General Peck, who approves the plan I proposed for taking the batteries, and we will make the attempt to-night. I am getting short of men. Please send me Mr. Birtwistle and twenty-five of the men I had in the *Mount Washington*. Send them up to the *Commodore Barney*, land them at the picket station opposite, and let them walk up to the wood pile [yard]; the pickets will guide them. Send them this afternoon. The battery is the key of the river. If we need them, can you send some nine or ten 32-pounder or rifled guns via Norfolk to this point.

LAMSON,
Lieutenant, U. S. Navy.

Rear-Admiral LEE.

[Telegram.]

SUFFOLK, *April 18, 1863.* (Received 7:40 p. m.)

The batteries at the point above Western Branch are very strong. *Alert* this morning had the pilot killed and one wounded. *Cœur de Lion*, wheel and pilot house [shot] away; pilot killed. I ran down and engaged the batteries this morning to assist *Alert*. I have your order through

Lieutenant Oushing to send *Cohasset* down. I shall detain her till I receive further orders on account of the strength of the batteries and the usefulness of the vessel.

R. H. LAMSON,
Lieutenant, U. S. Navy.

Admiral S. P. LEE.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the withdrawal of naval force from the Nansemond.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 18, 1863.

GENERAL: I do not see the propriety of continuing our small vessels in the upper Nansemond, which is, above Western Branch, a mere creek or natural canal, and unfit for the operations of vessels, now that the enemy is establishing his artillery and rifle pits in such strength as to command communication. The enemy is thus occupying in force the left bank of the upper Nansemond with earthworks for his artillery and rifle pits in such strength as to command that communication. Our army, reenforced since yesterday, may now oppose the enemy by occupying in like manner the right bank of that small stream. The same number of guns we now have on the upper Nansemond would be better employed on shore.

I have directed Lieutenant Lamson not to remain in the upper Nansemond any longer than his communications remain open, nor so long as to risk his ability to rejoin Lieutenant Oushing in the lower Nansemond.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Lieutenant Lamson, U. S. Navy, regarding his proposed plan of attack upon the Confederate batteries at Hill's Point.

U. S. S. STEPPING STONES,
Off Wood Yard, Nansemond River, Va., April 19, 1863—8 a. m.

SIR: The expedition I proposed for last night comprised two columns, one to land up the river and attempt to get in rear of the battery by the route proposed for the expedition of the night of the 16th instant. When they had thoroughly alarmed the enemy in his rear, I was to run this vessel, with 500 men on board, right under the upper end of the batteries and land them, with four of my howitzers, worked by my own men, who were to have assistance in dragging them up the bank. The landing place can not be touched by a single one of their guns and it is only a few yards into the works. General Peck sent for me to ride up to Suffolk yesterday morning to arrange the affair, and the entire direction of it was given to me. The Eighth Regiment Connecticut Volunteers, under Colonel Ward, were to go up the river in the *Cœur de Lion*, Captain Brown, and parts of the Thirteenth Indiana Volunteers and Eighty-ninth New York, under Colonels Dobbs and England, were to be embarked on this vessel. I arranged a system of signals with Lieutenant Oushing, so that I could draw his fire and direct it to any point I desired; my other gunboats were to

cover the landing in front and take a position in the bend above, where they could pour in an effective fire. The plan was perfectly feasible and only required promptness and determination to succeed without much loss. My vessels were all ready and at the wharf for the troops; the commanders had received their instructions, and the guns ready for landing at the proper time, but the troops did not arrive till almost two hours after. I embarked the 200 on the *Cœur de Lion*, but it was so late before the others were ready that we could not have reached the battery before broad daylight. I told General Getty that I thought it was too late, but I would proceed if he desired. He said he would say nothing about it; that the expedition was mine. I thought it would not be prudent to attack in broad daylight, and so sent the men ashore to wait till to-night. I have examined the position thoroughly; it is the key to the river, and unless it is taken our boats must run down in the night. They are not putting in any more artillery, but from the bend above I can get an enfilading fire and have forced them to abandon one of their earthworks and move farther down. I have had officers climb the highest trees commanding a view of it, and have been to every point where the battery can be seen to advantage. If I had 200 sailors I am confident it would not have annoyed us so long. I shall make the attempt to-night unless the army fails the third time, and shall guide the column myself.

Since I came here I have not ceased to urge upon General Getty the high importance of taking and occupying this point, for if we once got the enemy out of his pits, 100 men and a couple of boats can keep him out. The general has approved everything I have said, but for some reason his officers have failed to do their part; ours has been done exactly as I told them I would do.

We have fought the rebels every day since last Sunday, except to-day, with a heavy loss compared to our force, and the army have lain on their bank or in their earthworks without a man hurt, and have utterly failed to render me the assistance and support they ought to have given.

Your dispatch of the 18th came last evening and shall be strictly obeyed. I am confident I can run the batteries at night without much risk, at high water. I am not sure but I ought to do so to-night, instead of trying again to cooperate with the army. General Peck, however, says everything shall be ready to-night and that I shall have his best men. I think they are not putting more guns in position. I have a picket out on the enemy's shore to watch the battery, and have it so covered by my guns that the enemy can not get near it without being exposed to a very hot fire. I think my ability to go down the river will be as good to-morrow as to-day, and the army may do something to-night. I read General Getty your dispatch, and he seemed very much alarmed at the idea of the gunboats going down, and said he could not hold the river with his present fortifications without them.

If we take the battery all is secure. I am most anxious to do so, as well on account of the advantage of the position as a great desire to send you one of the guns that was used against the *Mount Washington*. I will not remain longer than I think it safe. I can not express to you, sir, my admiration of the conduct of my officers and men. They work day and night, and have not flinched under the heaviest fire.

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

R. H. DAMSON,
Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, objecting to the withdrawal of the naval force from the upper Nansemond.

HDQS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., April 19, 1863.

ADMIRAL: I have just received your letter of the 18th in regard to the withdrawal of the gunboats from the upper Nansemond. I should very much regret such a measure at this moment. I believe there are only three of your gunboats above the Western Branch, and their presence is indispensable, for, although I have reenforced General Peck, there are 7 miles of river to guard, and we have not troops enough to protect every part of it and prevent the enemy from crossing. I have two armed quartermaster's boats, the *West End* and the *Smith Briggs*, above the Western Branch, and with your gunboats the defense of the part of the river is complete. We are establishing batteries, but for want of heavy guns they are not yet in readiness. Within the next forty-eight hours I hope to have them prepared for efficient service. General Peck telegraphs me that the withdrawal of the gunboats at this time would be fatal.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

SUFFOLK, *April 19, 1863.* (Received 6 p. m.)

The withdrawal of all the boats above Western Branch of the Nansemond at this crisis will be attended with great risk and may result in the enemy's crossing. It will require me to detach many regiments and guns, which I can not afford. Earnest and continued cooperation of navy and army will beat Longstreet in this campaign, and I beg you to reconsider the proposition. For two or three very good cover is afforded, and other works are being constructed.

JOHN J. PECK,
Major-General.

Admiral S. P. LEE.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 19, 1863.

Your telegram is just received. Desire Lieutenant Lamson to await further orders from me. Our light drafts are much needed elsewhere. Western Branch battery should be taken or silenced.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General PECK,
Commanding at Suffolk, Va.

[Telegram.]

SUFFOLK, *April 19, 1863—8 p. m.*
(Received 11:30 p. m.)

General Getty landed to-day with Lieutenant Lamson, 300 men and four boat howitzers at the point of junction with Western Branch and

Nansemond. Captured five pieces of artillery and 161 rebel prisoners, Forty-fourth Alabama. General Getty holds the place, intends to fortify it. Is throwing reinforcements. He wants assistance of the gunboats for the present. I await further orders.

PEIRCE CROSBY,
[Fleet] Captain.

Rear-Admiral S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, regarding vessels in upper Nansemond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 19, 1863—11:30 p. m.

SIR: Captain Crosby's dispatch from Suffolk informs me of General Getty's success. Congratulate the general for me. I willingly assist him and let the gunboats remain. He is of the right sort. I think, however, he would have done well to have shinned over to his own side for the night, as it is dark, unless he got into position in time to secure himself. At 4 a. m. I will send this in by the *Philadelphia*. Send her back with a report of the situation and your wants, if any. If practicable send me the *Cohasset* in the morning and let the *Zouave* take her place. If we hold the battery this can easily be done. I require a tug.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

Lieutenant W. B. CUSHING, U. S. Navy,
Commanding Commodore Barney, Nansemond River.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Crosby, U. S. Navy, to allow the gunboats to assist General Getty.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 19, 1863—11:30 p. m.

SIR: Your dispatch just received. Congratulate General Getty for me. Let the gunboats stay to assist him and wait my further orders to-morrow. I wish you to return here.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander PEIRCE CROSBY, U. S. Navy,
Fleet Captain, Suffolk, Va.

Report of Commander Crosby, U. S. Navy, regarding his mission to Suffolk, in obedience to orders.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 21, 1863.

SIR: On the morning of the 19th instant I went to Suffolk with your written order to me to enforce your written order of the 18th instant to Lieutenant Lamson not to remain in the narrow upper Nansemond any longer than his communications remained open, nor so long as to risk his ability to return and rejoin Lieutenant Cushing in the lower Nansemond, unless, in the exercise of a sound discretion, after conferring

with him and ascertaining the facts of the situation, I thought it best not to do so, in which event I was to notify him to remain so long as he judged best. I had also your subsequent verbal order to bring the vessels down from the upper to the lower Nansemond if I could get them by the rebel battery which commanded the bar near the Western Branch. On reaching Suffolk I first saw Generals Peck and Getty and informed them of my orders. General Peck, being anxious that the gunboats should remain, telegraphed you to that effect, at my suggestion, and subsequently received from you in reply instructions for Lieutenant Lamson to remain until further orders from you. In the meantime I communicated with Lieutenant Lamson, to whose plan for capturing the rebel battery at Western Branch (which cut off the communication of our gunboats) General Getty agreed to give cordial support. The plan was carefully carried out at sundown that day (19th) and before the high water admitted of the gunboats passing the obstructions.

General Getty and Lieutenant Lamson wishing to hold this battery, the possession of which by us removed the object of your order, I consented that the gunboats should remain to cooperate in holding that point, and at 7:30 p. m. telegraphed to you on the subject. At 10:30 p. m. General Getty received from General Peck your directions to Lieutenant Lamson, above mentioned, to remain until further orders from you, when I returned to the *Minnesota*, leaving the gunboats supporting General Getty.

I am, sir, very respectfully, your obedient servant,
 PEIRCE CROSBY,
Fleet Captain.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master Street, U. S. Navy, of the operations of the U. S. S. *Primrose* in the expedition for the capture of the Confederate battery at Hill's Point, April 19, 1863.

U. S. S. PRIMROSE,
Nansemond River, Virginia, May 1, 1863.

SIR: I have the honor to report the operations of this vessel on the Nansemond River while under your command. I arrived at Hampton Roads on the 16th of April at 3:30 p. m. and was immediately ordered to proceed to the above river, so as to communicate to Lieutenant Commanding W. B. Cushing at Western Branch before night. I arrived and reported my vessel ready for duty at 7:30 p. m., and was again ordered down the river to a point known as Sleepy Hole, as it was supposed the enemy would attempt to effect a crossing in that vicinity. I remained there until the evening of the 18th, when I was ordered by Lieutenant Cushing to proceed up to Western Branch to take part in an expedition to capture the rebel battery at Western Branch that night, but owing to the nonarrival of the launches the movement did not take place. On the 19th (Sunday) at 10:15 a. m. the rebels opened upon us with rifled guns from a masked battery up Western Branch Creek, at a distance of 700 yards, and immediately after by sharpshooters from a bluff abreast of the vessel, distant about 75 yards. I immediately got underway and opened fire with 24-pounder howitzer shrapnel on the sharpshooters and 30-pounder rifle on the battery. The firing continued until 2 p. m., when I was ordered to cease until later in the day, the sharpshooters having been driven from the bluff and the battery having been silent for some time; and as it was understood that a force would

be landed in the evening from gunboats above, at 6 o'clock p. m., the signal being given to again engage the batteries, I stood up in company with the *Commodore Barney* and opened a brisk fire. The steamer *Stepping Stones* in the meantime came down with troops and succeeded in landing them under a cross fire from boats above and below the battery. At 7:40 p. m. the battery, consisting of five guns, together with 161 prisoners, was taken. During the engagement in the morning one of my guns was dismounted by the recoil, causing a few moments' delay and injuring the elevating screw. The only damage the vessel sustained was the breaking of doors and glass. Several pieces of the enemy's shell passed through the ensign. The vessel is pierced with a number of small-arms balls. I am happy to add that during the engagement of this day, although the sharpshooters were at close range and the enemy's shell burst close around us, no casualties occurred. At intervals during the night we kept up a fire inland to prevent a force from coming down to retake the battery.

Since the 19th I have been engaged in guarding the river from Western Branch to the mouth, and on the approach of sharpshooters or cavalry would open fire and drive them back.

Both officers and men have acted in a praiseworthy manner.

I enclose herewith an account of ammunition expended while on the river.

I am, very respectfully, your obedient servant,

WM. T. STREET,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. PRIMROSE,
Nansemond River, Virginia, May 1, 1863.

SIR: The expenditures of ammunition in action on the 19th of April are as follows:

From 30-pounder rifle:	
Schenkles shell.....	31
Hotchkiss shell.....	32
Dahlgren shot.....	25
	<hr/>
	88
	<hr/>
From 24-pounder Howitzer:	
Shrapnel.....	31
Canister.....	12
	<hr/>
	43
	<hr/>
	88
	<hr/>
Number of shots fired.....	131
	<hr/>
Charges powder:	
86 2½-pound.....	215
43 2-pound.....	86
	<hr/>
	301
	<hr/>
At other times:	
Shrapnel.....	51
Schenkles.....	23
Dahlgren shot.....	5
Canister.....	6
	<hr/>
	88
	<hr/>

Charges of powder:		
60 2-pound.....		120
28 2½-pound.....		70
		190
		=====
Recapitulation:		
Shots.....		219
Powder.....		491

Very respectfully, your obedient servant,

WM. T. STREET,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture of the Western Branch (Hill's Point) battery.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 20, 1863—Noon.

SIR: Yesterday the joint expedition conducted by General Getty and Flag-Lieutenant Lamson easily captured the troublesome battery at Western Branch, containing four fieldpieces and about one hundred men. I am informed that great credit is due to Flag-Lieutenant Lamson for the prominent part he took in planning and conducting this handsome affair.

General Getty acted very handsomely throughout, and gallantly held the battery last night, aided by the cross fire of our vessels.

Yesterday the enemy unmasked a new and heavy battery situated in the bend of Western Branch near Milnerstown, Reed's Ferry, and commanding the lower Nansemond in the direction of Portsmouth. From this battery and from the sharpshooters on the left bank the *Barney* was sharply fired on yesterday, without, however, receiving much damage.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

P. S.—2:30 p. m.: Official reports just received. Flag-Lieutenant Lamson deserves the fullest credit for the success of the expedition which captured Western Branch battery so handsomely, taking five fieldpieces and 161 prisoners.

Lieutenant Cushing reports that the new battery is removed; that the enemy is in retreat, and that the army may easily cut off a brigade. Full reports to-morrow.

S. P. LEE,
Acting Rear-Admiral.

Report of Lieutenant Lamson, U. S. Navy, regarding the capture of the Western Branch (Hill's Point) battery.

U. S. S. STEPPING STONES,
Off Hill's Point, Nansemond River, Va., April 20, 1863—9 a. m.

SIR: I have the honor to report that the gunboats under my command, in conjunction with 300 men under General Getty, captured the

rebel post at this place and opened our communication with the river below.

At 3 p. m. of yesterday I received on board this vessel portions of the Eighty-ninth New York Volunteers, Lieutenant-Colonel England, and Eighth Connecticut Volunteers, under Colonel Ward. I had canvas screens from the awning ridge ropes to conceal the men, and my battery of four 12-pounder boat howitzers ready for landing, manned by my own men with a detachment of soldiers to assist in hauling them up the bank.

Near 6 o'clock, at a preconcerted signal from our steam whistle, a heavy fire was opened upon the rebel batteries from all our gunboats which had been placed in position previously and from General Getty's two batteries on Colham's [Calhoun's or Cahoon's] Point opposite, under Captains Morris and Vallee. I then steamed slowly down the river as though I intended to run the battery, as I have done several times, until I got nearly abreast of it, when I gave the signal for the gunboats and batteries to cease firing, put the helm hard astarboard, and ran into the bank directly under the upper end of the battery, and so close that they could not bring a gun to bear. The screens were triced up, gangway boards launched, and with a cheer from all the boats and batteries the Eighty-ninth rushed ashore, followed by my howitzer battery, and the Eighth, which got ashore about the same time by jumping from the after end of the boat. The rebel works consisted of two lines with an impassable ravine between.

We carried the first line at once, but while the Eighty-ninth were running around the head of the ravine the enemy swung round some of their guns and poured a discharge of grape into our men, which was instantly replied to by canister from my guns which I had planted on the crest of the ravine pointing directly into the rear of their battery. The brave Eighty-ninth were in their works by this time, and they did not fire a shot afterwards. We took 161 prisoners and five pieces of artillery, 12-pounder and 24-pounder field guns, captured from us at Harper's Ferry and from western Virginia, with a large quantity of ammunition.

Not a man escaped. I also regained this vessel's gig, which was shot out of the davits while running the battery a few days since and drifted ashore. I can not give too much praise to the brave officers and men of the Eighty-ninth New York and Eighth Connecticut, who charged in the most gallant style. General Getty and staff directed the troops and were exposed to a very hot fire. My own officers and men behaved with the courage they have shown in action with the enemy every day but one since we have been in this river (eight days). The loss on both sides was small, owing to the decisive charge and the immediate silencing of their guns with canister. I can not refrain from speaking of the handsome manner in which Acting Master T. A. Harris handled this vessel, and of the skill and courage he showed throughout the affair. The enemy's work was as strong as it is possible to make an earthwork, and they had commenced to casemate it. I send you, sir, our flag, which I planted on the works with those of the two regiments, also one of the captured guns.

I am, very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Gunboats in Upper Nansemond.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Cushing, U. S. Navy, of an engagement with the Confederate battery near Reed's Ferry.

U. S. S. COMMODORE BARNEY,
Western Branch Nansemond River, April 20, [1863]—8 a. m.

SIR: Another battery, heavier than the first, has been unmasked by the enemy. I engaged it yesterday, until I was taken in the flank at close quarters by a sharp fire of musketry across our decks. I drove them from the woods and again engaged the battery while our force was in sight taking the fort. My loss was one man mortally wounded, who died last night, and whose body I send to the *Philadelphia*. This vessel was struck but once (in the hull) by shell, though they burst all around at a distance of 20 yards either side. Unlike their firing of the 14th, their shell now burst with great precision. The pieces in this battery are all rifled, as were those on the captured point on the day we engaged it. One is a 50 or 100 pounder rifled, and the others are from 20s to 12s. It is so masked that I have only their smoke to fire at. I engage it to-day at 12 m., and if I do not get a shot in my exposed magazine shall hope to silence it before night. I shall extend your congratulations to Lieutenant Lamson, as well as General Getty, to whom all the credit is due for yesterday's gallant exploit—the capture of the battery in our front.

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

WM. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, expressing congratulations on the capture of the Western Branch (Hill's Point) battery.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 20, 1863—10:30 a. m.

By the return of Captain Crosby this morning and the receipt of Lieutenant Cushing's note just now, I am informed of the prominent and leading part taken by Flag-Lieutenant Lamson in planning and executing the expedition which resulted so handsomely in the capture of Western Branch battery, in conjunction with General Getty and his troops. I heartily congratulate Lieutenant Lamson and all the officers and men of both services engaged in this highly creditable affair. I desire Lieutenant Lamson to forward a full report of the particulars as soon as practicable. Lieutenant Cushing will send me tracings from the topographical map, on which he will designate the position and range of the heavy battery just unmasked. Mark on the sketch the names of places and the position of all obstructions, natural and artificial, not given on the map. I shall desire General Dix to capture this new battery. Even the good firing from the *Barney's* heavy guns does not seem to produce any permanent effect upon earthen works, judging from the unexpected good condition of the guns captured in the Western Branch battery. I desire you both to bear in mind that, as the army is now in strength on the upper Nansemond, there will be no necessity for keeping our flotilla there so long as to expose it to having its communications cut off. Act accordingly, giving notice to the army.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

Report of Lieutenant Cushing, U. S. Navy, of the withdrawal of the battery near Reed's Ferry.

U. S. S. COMMODORE BARNEY,
Nansemond River, Western Branch, April 20, 1863—12 m.

SIR: The second battery withdrew from my front last night. All is now clear at this point, and if the army fortify, we can hold the position against any force, the gunboats protecting both flanks. It is my opinion, and the opinion of every army officer with whom I have conversed, that any more boats in the upper Nansemond would be superfluous. It is narrow, and it would be impossible for the enemy to throw pontoons over in the face of the artillery and musketry fire of the land force. It is too small a stream for many boats to maneuver at once, and about all the good that they can do is to give confidence to the army. Below here, on the contrary, our boats are expected to do the entire work unaided by the land force, and in order to do it I must have all the vessels that are here now. The only one that is now here that could go over at the highest tide is the *Yankee*, a long, clumsy, side-wheel boat, that would be far from manageable in the narrow stream above, while she is of use here. For this reason I have declined to send her higher up. Captain Crosby is of my opinion. I think that the enemy is retreating as fast as possible and that the army could easily cut off at least one brigade of their troops by a dash out on the road.

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

WM. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, regarding the flotilla in the Nansemond.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 20, 1863.

Well done, good, faithful officers! The flotilla need not return to the upper Nansemond (the enemy being in retreat, as reported by Lieutenant Cushing), except the *Stepping Stones*. She may resume her usual position in the river. Lieutenant Lamson may return when he sees fit. Mail is closing. In great haste.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

[Telegram.]

Off WOOD YARD, *April 20, 1863.*
(Received 11:45 a. m.)

General Gotty will evacuate the captured battery to-night. I shall run down with the last load of troops, land them at Sleepy Hollow [Hole], and join Lieutenant Cushing. Will send dispatch when it is accomplished.

R. H. LAMSON,
Lieutenant, U. S. Navy.

Acting Rear-Admiral LEE.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, suggesting the capture by the army of a battery unmasked by the enemy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 20, 1863—p. m.

GENERAL: A report from Lieutenant Cushing, dated at 8 a. m. to-day, informs me that the enemy has unmasked a new battery containing some heavy pieces, by which, and some of their infantry, the *Barney* was sharply attacked yesterday.

Supposing that the enemy is not in great force on the left bank of the lower Nansemond, I respectfully suggest to you the propriety of capturing this battery, as it commands the lower Nansemond and can not be materially affected by the firing from our flotilla.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. Dix, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the retreat of the enemy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 20, 1863—2:40 p. m.

GENERAL: Lieutenant Cushing reports that the enemy is retreating as fast as possible, and that the army, by a rapid movement, may cut off one of their brigades.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. Dix, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter of thanks from Brigadier-General Getty, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, for the cooperation of Lieutenant Lamson's command in the capture of the Western Branch battery.

HEADQUARTERS THIRD DIVISION, NINTH CORPS,
U. S. S. Stepping Stones, Nansemond River, April 20, 1863.

ADMIRAL: I beg to express my most sincere thanks to Captain Lamson, U. S. Navy, his officers and crews, for the gallantry, energy, and ability displayed by them in the operations of yesterday, resulting in the capture of one of the enemy's batteries of five guns on the west side of the Nansemond and a number of prisoners.

All did their duty most handsomely.

Very respectfully, your obedient servant,

GEO. W. GETTY,
Brigadier-General, U. S. Volunteers.

Rear-Admiral S. P. LEE, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Peck, U. S. Army, advising the destruction of abandoned batteries.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 20, 1863.

GENERAL: By dispatch received to-day from Lieutenant Lamson, I am informed that the captured rebel battery at Western Branch will be abandoned to-night. I hope that this work and all others on the left bank of the Nansemond will be completely razed and not left to invite reoccupation and allow the enemy to annoy us and cut off our communications. If Suffolk is to be held, I hope the present opportunity will be improved to construct such works on the right bank of the upper Nansemond as its proper defense requires.

Our little gunboats, so much called for and relied on by the army, are not a suitable defense for that stream, and their services are really necessary elsewhere.

I have the honor to be, general, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General PECK, U. S. Army,
Commanding at Suffolk, Va.

This was written last night, sent into the Nansemond under cover to Lieutenant Lamson this morning (21st), and forwarded by him. The battery was abandoned last night, against the urgent remonstrance of Lieutenant Lamson.

L[EE].

Letter from Major-General Peck, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, expressing regret at the withdrawal of the naval force from the upper Nansemond.

HEADQUARTERS U. S. FORCES,
Suffolk, Va., April 21, 1863.

I am in receipt of your communication of the 20th, in which you say that "our little gunboats, so much called for and relied upon by the army, are not a suitable defense for that stream" (the Nansemond).

This is a very late day to advise the authorities of the inability of the navy to hold the water communication, when General Longstreet is pressing my small force with 35,000 men. The tardiness with which the information comes can be explained only upon the theory that you did not think so before the operations of the 14th. In the absence of this information from so high a source, great reliance has been placed upon the gunboats, and their truly gallant commanders believed they could prevent the enemy crossing.

Upon the 18th or 19th I was advised that you had ordered all the boats out of the upper Nansemond, and I telegraphed as follows:

SUFFOLK, VA., *April 19, 1863.*

Admiral S. P. LEE,
Newport News:

The withdrawal of all the boats above Western Branch of the Nansemond at this crisis will be attended with great risk, and may result in the enemy's crossing. It will require me to detach many more regiments and guns, which I can not afford. Earnest and hearty cooperation of navy and army will beat General Longstreet in this campaign, and I beg you to reconsider the proposition. For two or three very good cover is afforded, and other works are being constructed.

It gives me pleasure to say that your boats are all safe where you ordered them. Boats or no boats, I shall hold the river. If no further cooperation is extended, I shall make the arrangements necessitated by its withdrawal.

All the forces in my hands since my arrival here have been constantly employed on the defenses of the Nansemond, and no more work could be done with my limited resources. I now see and appreciate the great importance of the day and night labors of my troops.

In conclusion, let me add that if General Longstreet had not been permitted to employ several thousand laborers at Fort Powhatan for nearly two months without interruption, in establishing most firmly his left flank on the James River, his present campaign would not have been undertaken.

The Navy has many gallant spirits, but none more so than Lieutenants Lamson, Cushing, and Harris. The Government is under great obligation to these young officers for their untiring energy, unfailing resources, and excellent judgment. Their services will be duly acknowledged, as well as [those of] their officers and crews.

I am, very respectfully, your obedient servant,

J. J. PECK,
Major-General.

Admiral S. P. LEE,
Newport News.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Peck, U. S. Army, regarding the withdrawal of the naval force from the upper Nansemond.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 6, 1863.

SIR: Your communication dated the 21st ultimo, in reply to mine of the 20th, was received on the 26th. Squadron duties have prevented an earlier reply to your communication, which I regret to find is very deficient in that candor and professional comity proper in official correspondence, and reasonably to be expected from an officer educated at West Point.

When naval defense is necessary for military works, a timely requisition from the War or the Navy Department for the number and kind of vessels needed therefor should be made, that they may be built or purchased and equipped. I am not responsible, as you seem to suppose, for the defense of the military post at Suffolk, as dependent on the defense of the military line of the upper Nansemond, which is a mere creek, unsuited to the operations of vessels, and obviously requiring military defense; nor was it my fault that such necessary military preparation was not already made.

Heretofore I had a small vessel, the *Stepping Stones*, resembling a Norfolk ferryboat, carrying fieldpieces on field carriages, patrolling that small stream, to preserve the blockade and intercept rebel communications, trade, mails, etc. When Suffolk was threatened, as General Keyes informed me, by the enemy 40,000 strong, with pontoons and heavy artillery (as reported by deserters all along the lines), urgent calls were made upon me for gunboats. This call was preceded by equally earnest calls for gunboat assistance to repel the enemy, who was attacking one and threatening another military post in the sounds of North Carolina, which required all the light-drafts provided by the Government for other naval duty, not needed to answer

demands at other points, except the *Commodore Barney*, which I sent to the Nansemond, together with my two transports, one armed with fieldpieces and manned by a detachment from this vessel, the other as a tender with ammunition, coal, etc., and three of my small tugs (each armed with two light pieces), thus leaving the squadron without a transport, tender, dispatch, mail, or picket boat, save one tug. When, on the 14th of April, you telegraphed me that three of the (improvised) gunboats were disabled, and asked for more, I obtained, temporarily, and sent to the Nansemond, four tugs—half the Potomac steam flotilla. This recital shows what earnest efforts were made to relieve you.

It must be very apparent to every candid and intelligent professional mind that, had General Longstreet really intended to force a crossing of the upper Nansemond, with the reputed means at his command, these few light pieces, mostly fieldpieces, on the open deck of a few merchant vessels, could not have prevented his doing so there. The same number of fieldpieces would have made a better resistance behind earthworks ashore than on frail little steamers afloat. Hence, in my instructions of the 13th ultimo, sent to Lieutenants Cushing and Lamson that day and night (see A* and B† annexed), these views were expressed by me to be communicated to you. Your theory, therefore, that this conviction was the result of the rough handling the boats received in fighting the enemy's earthworks on the 14th falls to the ground.

It was my manifest duty to let you know that the Navy had not the means to make the military defense expected of it. Had I undertaken the defense imposed without a word of warning as to the sufficiency of my naval means (as a substitute for military defense) to protect your rear from a real attempt by the enemy to cross Nansemond Creek [upper river], the failure that must have ensued, so disastrous to the army and nation, would have been charged upon the Navy. I did send Fleet Captain Crosby to Suffolk on the 19th to withdraw the boats from the upper Nansemond, if practicable.

The situation was this: You had been largely reenforced and had a gallant army 22,000 strong at Suffolk. You had just erected earthworks and rifle pits along the right bank of the Nansemond suitable for its defense. The enemy had made no attempt to cross Nansemond Creek, the blockade of which he had established. His earthworks at Western Branch, which commanded the bar at the mouth of Nansemond Creek, had cut off the communications of the gunboats, whilst yours were open; had thoroughly disabled one and seriously damaged three other boats, besides killing and wounding so large a proportion of their small crews. The enemy's rifle pits and artillery on the left bank were a serious annoyance to the boats, but did not seem to threaten the safety of the post. Your detachments had twice failed to support Lieutenant Lamson (see C‡ and D‡) and capture this battery and raise the blockade (which was afterwards so easily done) and my transports and tenders were sustaining, in an unequal and unnecessary contest with the enemy's earthworks, much damage. Nevertheless, when you that day (the 19th) by telegraph desired the retention of the gunboats in the upper Nansemond I promptly replied by telegraph and directed Lieutenant Lamson, through you, to remain with the boats. You most unfairly omit this from your statement of the case, and go on to charge me with having withdrawn the gunboats, when the fact is I gave no orders to do so after the one I just revoked at your instance and through you.

* See p. 716.

† See p. 719.

‡ See pp. 731, 740.

On the 20th you ordered this earthwork, which our troops had held under the cross fire of the gunboats and had greatly strengthened, to be abandoned. Lieutenant Lamson reported to me that this evacuation, earnestly opposed by him, obliged him to withdraw the boats from the upper to the lower Nansemond from just above to just below the bar under Western Branch battery and commanded by it, a distance of half or three quarters of a mile. Thus your orders and not mine occasioned the withdrawal of the gunboats. In your communication of the 21st you admit your ability to hold the Nansemond without the boats.

Your reference to what you term "Longstreet's present campaign," as occasioned by his reoccupation over two months since, without interruption, of Fort Powhatan, thus "establishing most firmly his left flank on James River," is scarcely intelligible. Fort Powhatan is 50 miles in an air line from Suffolk, whilst the enemy have "been permitted" to occupy for the last half-year the line of the Blackwater, immediately in front of Suffolk and less than halfway in the general direction of Fort Powhatan. Of course, it was easy enough for them to reoccupy their fort in their rear.

It may instruct you to know that as soon as I learned from Colonel Ludlow that the enemy had reoccupied and was strengthening Fort Powhatan, a military act performed within the military lines of this military department, without waiting for General Dix to ask me for naval cooperation, I promptly called on and conferred with him on the subject, and received his assurance that he could not act, as the enemy was on the Blackwater in greater strength than he had.

It was obvious from the failure, from want of military cooperation, in the attack on Fort Darling, with an ironclad and gunboat force quite equal to that at my command, that I could not, without military cooperation, prevent the enemy from holding and extending a fort on his river front when he held in force undisputed military possession of the country around it.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. J. PECK, U. S. Army,
Commanding at Suffolk, Va.

Report of Lieutenant Cushing, U. S. Navy, regarding movements of the enemy.

U. S. S. COMMODORE BARNEY,

Nansemond River, Western Branch, April 21, 1863—1:35 a. m.

SIR: When I said yesterday that the enemy had withdrawn from our front I intended to convey the idea that the battery that I was going to engage had been abandoned during the night. I might have added that I had every reason to believe that the whole rebel army is in retreat. My opinion coincided with that of General Getty. Last night our troops evacuated the fort in my front by order of General Peck. I protested against an act that would close the river if the enemy were in earnest; but the rebel pickets now hold it. Our land force fortified it strongly in the rear and left their works for the rebels to use. I do not see how such a movement can be justified. You are mistaken in believing the captured guns to be the ones used against us on the 14th. They (those used then) were rifled guns, and we have some of their shell now on board. We disabled that battery and it was

replaced by this. I confess that when I looked at the works and saw their great strength I was astonished that we silenced them on that day. I think that active work is nearly over in this quarter.

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

W. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, regarding the abandonment of Western Branch (Hill's Point) battery.

U. S. S. STEPPING STONES,
OFF SLEEPY HOLLOW [HOLE], NANSEMOND RIVER,
April 21, 1863—7:45 a. m.

SIR: I have the honor to acknowledge the receipt of your dispatches of the 20th and 21st instant by the *Philadelphia* this morning. Yesterday, soon after closing my report to you, General Getty informed me that General Peck had directed him to abandon the captured battery at Hill's Point, and that the troops and munitions would be withdrawn as soon as possible. I immediately went down with this vessel, put up my canvas screens, and received on board all the captured artillery and the guns General Getty had landed. I placed the other gunboats in a position to command the approaches to the battery and arranged signals with them and the *Commodore Barney* to direct their fire to any point.

As soon as it became dark we commenced ferrying over the troops, of whom over 1,000 had been landed on the point. Our boats shelled the approaches occasionally. I told General Getty that in obedience to your instructions I must go below the point with the gunboats the moment he abandoned the battery, and in order to do that it would be necessary to land the last load below. When all had crossed except our pickets I made signal to the boats to get underway, leaving the *West End* and some small boats to carry over the pickets. It was a very dark night, with a heavy easterly wind, but we passed the bar and the obstructions safely and anchored off this place. I took the precaution to send out boats with lights to mark the channel, as it would probably have been fatal to any vessel to have grounded. At 12 o'clock the last picket was crossed and the *West End* joined the fleet below. At daylight this morning we hauled alongside the wharf here and landed all General Getty's artillery, munitions, etc. General Getty remained on board this vessel, and accomplished the withdrawal of his men, guns, and trophies in the most admirable manner. We had information that the enemy intended to attack during the evening in strong force, and their sharpshooters were within range of our pickets during the evacuation.

The officers and crew of this vessel have worked incessantly during two nights and days transporting troops to the captured battery and withdrawing them, and I can not speak in too high terms of their uncomplaining perseverance. Acting Master T. A. Harris, commanding this vessel, has been especially noticed for untiring energy and useful services, and of the courage of all I need only say that they planted our guns within 60 yards of those of the enemy, which were greater in number and caliber and were firing grape. I sent the *Cohasset* down yesterday in obedience to your order received through

Lieutenant Cushing. Doctor Franklin, of the *Minnesota*, made several reconnoissances to ascertain the position of the battery, and by climbing trees at different points made a correct drawing, showing the approaches to the works, which was of valuable assistance. Hoping that your wishes have been satisfactorily executed,

I have the honor to remain, your obedient servant,

R. H. LAMSON,
Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

FORTRESS MONROE, *April 21, 1863.*

(Received 1 p. m.)

I returned from Suffolk late last evening, Lieutenant Lamson having informed General Peck that you had ordered him to leave the upper Nansemond with his gunboats. General Getty was directed to abandon the left bank, where we had captured one of the enemy's batteries and brought away the guns.

This has been done. When I left last evening the enemy was investing Suffolk as closely as ever, and there were no signs of his retreating. I regret exceedingly the withdrawal of the gunboats. If, as we have reason to believe, the enemy is very strong, it will be difficult without their aid to prevent his crossing. We shall do the best we can with the two boats armed by my order and manned by our troops.

JOHN A. DIX,
Major-General.

Acting Rear-Admiral LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding the responsibility for the abandonment of Western Branch battery.

FLAGSHIP MINNESOTA,

Off Newport News, Va., April 21, 1863.

GENERAL: I am surprised by the statement in your dispatch of this date, just received, that the captured battery on the left bank had been abandoned because "Lieutenant Lamson had informed General Peck that you (I) had ordered him to leave the upper Nansemond with his gunboats."

I enclose a copy of Lieutenant Lamson's report showing that this is a mistake.

My letter* of yesterday's date to General Peck (a copy of which is enclosed) written last night, but not sent to or forwarded by Lieutenant Lamson until this morning (after the battery was evacuated), affords no justification for the previous abandonment of the captured battery, which commanded the communications.

As long as it was held our gunboats could pass above or below it, as it might be necessary.

* See p. 751.

The responsibility of abandoning this position rests on other shoulders than mine.

You must see that the representation you make does me injustice, and is not sustained by the facts of the case.

I have the honor to be, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. DIX,

Comdg. Seventh Army Corps, Fortress Monroe, Va.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 21, 1863.

SIR: I have seen with much surprise the telegram of General Dix to yourself, in which he says that "Lieutenant Lamson having informed General Peck that you had ordered him (me) to leave the Upper Nansemond with the gunboats, General Getty was directed to abandon the left bank, where he had captured one of the enemy's batteries."

General Dix is laboring under a great mistake, for just the reverse of what he says is true. After the capture of the battery I received orders from you to remain in the upper Nansemond with the flotilla under my command, and so informed General Getty. I did not communicate with General Peck on the subject, but your order to me to remain was forwarded through him. The only written orders I received from you on the subject were dated on the 18th and 20th instant.

That of the 18th is in these words: "You will not remain in the river (upper Nansemond) any longer than your communications remain open so that you can return and rejoin Lieutenant Cushing—not so long as to risk your ability to return." On the 20th you repeated the same instructions. When the first of the above orders was received, it was already so dangerous to pass the rebel battery that I should not have attempted it unless I had been forced to do so, or had received positive orders, and Generals Peck and Getty had both agreed to put in execution a plan that I had proposed for capturing the battery and which, after two miscarriages on the part of the army, was successfully accomplished.

On the 19th instant Fleet Captain Crosby came up with discretionary orders, dated the 18th instant, in regard to the gunboats remaining in the upper river. That evening the battery was captured, and General Getty said he would move over troops and hold it if Captain Crosby would direct the gunboats to remain, which he did. That evening I received a telegram from you, through General Peck, directing me to remain in the upper river till further orders.

The next morning about 12 m. General Getty showed me his orders from General Peck to withdraw from the captured point, and later in the day an order to withdraw before night. I had received no orders from you which required me to withdraw from the upper Nansemond, and so told General Getty, and earnestly expressed to him my entire disapprobation of the abandoning of the captured point. I told him repeatedly that I would remain in the upper Nansemond as long as he held the point, but that if he evacuated it I should be obliged to go below it.

My communications were perfectly safe as long as he held this key to the river. The position was an exceedingly strong one, and General Getty had crossed more than one thousand men, and had defended the

rear by several lines of rifle pits, intrenchments with embrasures, and had six guns mounted in them.

There was nothing in your instructions to me or in my communications to Generals Peck or Getty that rendered it necessary for them to abandon the work, but their movement made it absolutely necessary for me to move below.

Very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Flotilla.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. N. Atlantic Blockading Squadron, U. S. Flagship Minnesota.

Report of casualties on the vessels in the upper Nansemond in the passage of the Confederate battery at Hill's Point.

U. S. S. STEPPING STONES, *April 21, 1863.*

SIR: I have to report the following casualties which occurred in the upper Nansemond flotilla, Lieutenant Lamson commanding, on the 19th ultimo. They occurred while the *Alert* and *Cœur de Lion* were passing a rebel battery at Hill's Point, near Suffolk, Va.

T. J. Hawkins, pilot, struck in the head by a solid shot from a 12-pounder rifle and killed instantly.

John Jones, landsman, severely wounded in left arm by splinters of boiler iron, scattered by a 12-pounder rifle shot; arm since amputated in upper third.

William Ayler, pilot, had his left leg completely amputated at junction with thigh by a 12-pounder rifle shot; died in thirty minutes afterwards.

The casualties all occurred in the line of duty.

Very respectfully, your obedient servant,

G. S. FRANKLIN,

Assistant Surgeon.

Fleet Surgeon WM. MAXWELL WOOD.

Letter from Brigadier-General Getty, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, expressing appreciation of Lieutenant Lamson's cooperation in the withdrawal of troops from Hill's Point.

U. S. GUNBOAT STEPPING STONES,

Steepy Hole Landing, Nansemond River, April 21, 1863.

ADMIRAL: I have again to express my obligations to Captain R. H. Lamson, commanding gunboats in upper Nansemond, for the admirable disposition of the gunboats during the withdrawal of the troops, etc., last night from Hill's Point and for the efficient aid rendered by him, his officers, and crews in effecting the withdrawal, which was successfully accomplished, the last man having recrossed the river about 12 o'clock. All was accomplished without confusion or accident.

The artillery, trophies, material, etc., have been landed from the *Stepping Stones* at this point and are now on the way to Suffolk.

The prisoners were landed on the right bank of the Nansemond immediately after the battery was carried and sent to Suffolk.

I remain, admiral, with high respect, your most obedient servant,

GEO. W. GETTY,

Brigadier-General, U. S. Volunteers.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron, Hampton Roads.

Detailed report of Acting Master Harris, U. S. Navy, commanding U. S. S. Stepping Stones.

U. S. S. STEPPING STONES,
Nansemond River, Va., April 21, 1863.

SIR: I have the honor to report that at 11 a. m. [April 11] Lieutenant R. H. Lamson came on board at Western Branch Bar. At 2:15 p. m. we arrived at Suffolk. At 4:30 p. m., on our return, the long roll beat; asked General Peck where he desired the vessel. He answered, "Where you can be of the most service." At 4:45 p. m. got underway and ran down as far as the wood wharf, in sight of Hill's Point. At 7 p. m. returned to town [Suffolk?], having seen nothing unusual. Received a dispatch from General Peck saying that he relied upon us to guard the Providence Church road. At 9 p. m. Lieutenant Lamson left at the bar for the *Alert* below, to proceed to the flagship. Patrolled the river throughout the night.

April 12.—At 8 a. m. went to Suffolk. At 11 a. m. the *Mount Washington* anchored immediately ahead. At 8 p. m. ran down in sight of Hill's Point and patrolled the river through the night.

April 13.—At 6 a. m. anchored at Suffolk. At 10 a. m. ran down to Hill's Point, anchored and sent a boat on shore; reconnoitered as far as the buildings, half a mile distant; brought 11 horses to the beach and secured them. No signs of the enemy. At 8 [sic] p. m. started for Suffolk. At 4 p. m., while passing Norfleet's Point, was opened upon by a brisk fire from sharpshooters, which was returned promptly with shrapnel and canister. Had one man (J. Sullivan) wounded. At 4:30 p. m. arrived at Suffolk; ordered to take position third in line—the *Mount Washington* leading and the *O. W. Thomas* second—to convoy her to Western Branch Bar. While passing Norfleet's Point were again opened upon by sharpshooters. At 6 p. m. arrived at the bar. At 6:30 p. m. ordered to follow the *Mount Washington* toward Suffolk. Running up some 3 miles, the *Mount Washington* came to anchor. Lieutenant Lamson came on board and ordered us to remain just below the wood wharf until morning.

April 14.—At 5 a. m. was ordered to get underway and follow the motions of the *Mount Washington*; ran up 2 miles, when the *Mount Washington* opened fire on earthworks at Norfleet's Point, thrown up since passing down the evening before; elicited no reply for some minutes, the *Mount Washington*, *Stepping Stones*, and *West End* firing briskly. Coming closer, the enemy opened its concentrated fire upon the *Mount Washington*. At 7 a. m. received orders to come up and tow off the *Mount Washington*, ashore and disabled; passed up and towed her out of range and was ordered back to tow off the *West End*, also ashore. Towed her off, returned to the *Mount Washington*, took her in tow, and proceeded down the river. At 11 a. m. (low water at meridian), getting nearly over the bar, the *Mount Washington* took ground and found it impossible to pass over.

At 11:15 a. m. artillery and musketry opened upon the vessels from Hill's Point, 300 yards distant; opened fire by order. At 11:45 a. m. was ordered to proceed farther down to suitable position for effective service, and, as soon as tide would permit, return to the *Mount Washington* and tow her farther down.

Received on board the crew of the *Mount Washington* and a portion of her officers, with what ammunition Lieutenant Lamson could spare, the officers and crew of the *Minnesota*, attached to Lieutenant Lamson, remaining.

Ran down to sloop *J. Ogden* with the wounded of both vessels and placed them on board, receiving and returning the fire of sharpshooters all along the bank for a mile and a half below Western Branch.

Returned and opened fire upon the enemy's battery, in conjunction with the *Commodore Barney* and *Mount Washington*, which had scarcely for a moment ceased firing, and then only to change position of guns. At 5 p. m. ran up to the *Mount Washington*. At 5:30 again took her in tow, and at 6 were out of range of the battery, and proceeded to anchorage half a mile below Sleepy Hole wharf. Casualties of to-day have been: Pilot Small, wounded severely; J. Smith, H. Fish, P. Curran, J. Diebert, S. Dent, J. Troublefield, G. Scott, William Robinson, wounded slightly.

April 15.—At 8 a. m., Lieutenant Lamson on board, ran up and anchored near the *Commodore Barney* until 4:30 p. m., when, the tide serving to cross the bar, ran up and passed the battery, rendering the reserves beyond entirely exposed; stopped and fired upon them with canister, they retreating in all directions. *Commodore Barney* signaling for assistance, ran down and found her aground at the obstructions. The enemy at once returned and again opened fire upon us briskly.

Assisted the *Commodore Barney* off, and came to anchor close to her within easy range. It now becoming dark, firing ceased on both sides. Through the night all quiet, with the exception of a few musket shots from the bank below Western Branch. Casualties of to day have been: Charles Urquart, Thomas Mack, wounded.

April 16.—At 8:30 opened fire upon the batteries. At 9 a. m. weighed anchor and passed up, receiving no artillery fire, but a sharp musketry fire. Anchored at the wood wharf, $1\frac{1}{2}$ miles above. Engaged through the day in firing upon the enemy whenever seen; shelled them from the adjacent woods twice. At 11 p. m. embarked 200 soldiers and proceeded quarter of a mile up the river; landed them on the west bank, pushed off, and kept the vessel in motion, gradually dropping down to be ready to render all necessary assistance. Fifteen minutes after landing them two rockets were thrown up, and was ordered by Lieutenant Lamson to return to point of disembarkation. Again received them on board, proceeded to original point of embarkation, and landed the party.

April 17.—At 9 a. m., the *Commodore Barney* signaling for assistance, ran down to the battery and assisted her in drawing their attention while the *Alert* passed up. Returned to our anchorage; engaged the remainder of the day in watching and shelling the enemy.

April 18.—No active movement through the day. At 9 p. m. was ordered to haul into the wharf and receive 500 men, but from some cause they were not embarked. Hauled again into the stream and anchored for the night.

April 19.—At 10 a. m., with a number of army officers of rank on board, weighed anchor and proceeded down close to the rebel battery. After remaining a short time, returned to our anchorage, firing upon them smartly when about to return. At 5 p. m. received on board 300 men, well screened from view, and started for the bar. When abreast the point at the battery, laid the vessel on shore; troops disembarked. Lieutenant Lamson, with two officers, twenty-four men, and four guns from this vessel, ran them at once on shore and placed them in battery on the plateau to cover the forming of the troops.

A sharp fire of musketry, four guns (three of them our own), a

heavy cheer, and in ten minutes the rebel works were ours, with five pieces of artillery, 162 prisoners of Forty-fourth Alabama, and 151 stand of arms. At 9 p. m., leaving our battery on the plateau with Lieutenant Lamson, officers, and men, received on board our wounded and prisoners and returned to point of embarkation for reenforcements, artillery, and intrenching tools.

Received on board three heavy army 12-pounders with cannoneers under Lieutenant Murray, intrenching tools, and 400 troops; returned to Hill's Point, landed the above; remained until the guns were in position and the captured battery properly manned. Lieutenant Lamson, with the vessel's battery, officers, and men, returned; made another trip, bringing 200 men, more intrenching tools, ammunition, provisions, etc.

April 20.—Landing them at 3 a. m. Then placed the vessel within 50 yards of the point in position to cover an advance of the enemy. At 8 a. m. returned a portion of the troops and brought down their relief. At 2 p. m., much to our surprise, was ordered to receive on board the captured battery, preparatory to an evacuation of the position; received three 12-pounders and two 24-pounders (enemy's battery), U. S. artillery battery, cannoneers, ammunition, and intrenching tools, and hauled into the stream to await suitable tide to pass the bar. At 11 p. m. passed the bar and anchored 2 miles below for a more favorable opportunity to pass down.

April 21.—At 4 a. m. weighed anchor and proceeded to Sleepy Hole wharf. Made fast at 4.30 a. m. and discharged all the men and material of the land forces. At 12 m. cast off from the wharf and anchored just below.

The vessel has received seven artillery shots, 182 bullet marks in the woodwork, besides those which struck the plating, is somewhat cut up in woodwork, and boats totally destroyed, but is not at all disabled.

My casualties amount to twelve wounded, for full particulars of which, I respectfully refer to the report of the medical officer of the flotilla, and, with those replaced, am in as good condition for service as ever.

I would desire to mention the important assistance received from Acting Ensign William Hunter, of the *Commodore Barney*, in attaching warp to the *Mount Washington*, he having just before come on board with his howitzer and crew from the sloop sent out with the wounded, which gun he worked most effectively.

The officers and crew of this vessel behaved to my entire satisfaction. With the officers it would be impossible to particularize, for they all did nobly. For their names please see the accompanying list.

Of the crew, I would desire to mention James Randolph and Alexander McGowan, acting quartermasters, for their coolness and reliability at the wheel, attention and constant vigilance in watching the movements of the enemy while at anchor; Thomas Jones, for his constant efficiency, the zeal which he displayed at his gun, and for volunteering to remain at the landing selected for the troops on the night of the 16th, with a lantern to guide the vessel, in order not to mistake the spot.

I would desire to state that it would have been utterly impossible to have towed the *Mount Washington* through the narrow and tortuous windings of Suffolk Branch had she not been managed with the greatest care and skill, the combined length of the vessel and warp, with a smart breeze from the southwest, requiring great judgment, strictest attention,

and very prompt action. To accomplish this would be a very difficult matter under the most favorable of ordinary circumstances.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Newport News.

[Enclosure.]

List of officers of the U. S. S. Stepping Stones, April 21, 1863.

T. A. Harris, acting master, commanding.	James A. Brown, [acting] second assistant engineer.
George M. Lawrence, [acting] master's mate and executive officer.	Edward Aspod, [acting] third assistant engineer.
Joseph Reid, [acting] master's mate.	Charles Kelly, paymaster's steward.
Charles H. Lester, [acting] master's mate.	

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Newport News.

Report of Acting Master Harris, U. S. Navy, commanding U. S. S. Stepping Stones, regarding the capture of a boat's crew from that vessel, April 21, 1863.

U. S. S. STEPPING STONES,
Nansemond River, Virginia, April 22, 1863.

SIR: I have the honor to state, with regard to the boat and boat's crew which I reported yesterday as having been captured, I have regained the boat and ascertained that of the five men in the boat:

Name.	Vessel.	Casualty.
Engel Retchurch, seaman	Minnesota	Killed.
William Coleman, landsman	Stepping Stones	Said to be wounded in shoulder and a prisoner.
J. McNulty, ordinary seaman	Minnesota	Captured.
Jos. Reed, seaman	Minnesota	Do.
Fredk. Hopkins, landsman	Commodore Barney	Do.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding.

Lieutenant WILLIAM B. CUSHING, U. S. Navy,
Senior Officer, Nansemond River, Virginia,
Commanding Commodore Barney.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, requesting that measures be taken to obtain the release of prisoners captured April 21, 1863.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 29, 1863.

GENERAL: On the 21st of this month, by the exhibition of a white flag on shore by a person in citizen's dress, a boat from the *Stepping*

Stones was lured ashore, fired on by troops in ambush, one of its crew killed, [and] the following-named men taken prisoners, viz:

William Coleman, J. McNiely, F. Hopkins, and J. Reed.

This was a base transaction, and the men should be surrendered and not exchanged as prisoners of war. Lieutenant Lamson verbally informed me last evening that, in a recent communication by flag of truce at Suffolk, the enemy expressed a purpose to return these men. Please have this done.

I have the honor to be, very respectfully,

S. P. LEE,

Aotg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX,

Commanding Seventh Army Corps, Fort Monroe, Va.

Letter from Colonel Ludlow, U. S. Army, to the Confederate agent for exchange of prisoners, requesting the release of the boat's crew from the U. S. S. *Stepping Stones*.

HEADQUARTERS SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,

May 2, 1863.

SIR: I enclose to you a copy of communication from Admiral Lee to Major-General Dix. The outrage described is so revolting that I am satisfied it is but necessary to invite your attention to it to insure the necessary redress. I ask that the men so captured, if alive, shall be surrendered, and that the perpetrators of the outrage shall meet with the punishment due to their crime.

I am, very respectfully, your obedient servant,

W. H. LUDLOW,

Lieut. Col., U. S. Army, and Agent for Exchange of Prisoners.

Hon. ROBERT OULD,

Agent for Exchange of Prisoners.

[Endorsement.]

HEADQUARTERS DAVIS'S BRIGADE, May 22, 1863.

The capture herein mentioned was made under the following circumstances: Some free negroes, who had been deceived by the party making the capture, had told them how they signaled the boat when they wished to communicate with those on board; that they had been engaged in gathering information for the officers on the *Stepping Stones*, which they generally carried to Captain John Bush and he to the *Stepping Stones*, but in the absence of Captain Bush it was only necessary to give a signal and they would send out a boat; that they frequently hailed them and they landed, sometimes for news and sometimes to carry negroes off who were trying to get within their lines. The boat was hailed. The signal used, as the negroes directed, was a pocket handkerchief. The party consisted of four, all in the uniform of Confederate soldiers. The boat was sent out with five marines [sailors], privates, armed with muskets; there was no officer with them, nor had they any flag. On discovering the character of the party on shore, two of them raised their muskets to fire, at which time they were fired on by three men on shore, killing one and wounding another. The party then surrendered. It was a signal to which they had often responded, and the men captured did not regard it as a truce. In my opinion the proceedings were legitimate. The boat was only fired on in self defense.

JOHN M. STONE,

Colonel, Commanding Brigade.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture and abandonment of the Western Branch (Hill's Point) battery.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 22, 1863.

SIR: I respectfully enclose for the information of the Department a copy (A)* of the telegraphic dispatch from Major-General Dix, dated 1 p. m. yesterday, stating that "Lieutenant Lamson having informed General Peck that you [I] had ordered him to leave the Upper Nansemond with his gunboats, General Getty was directed to abandon the left bank, where we had captured one of the enemy's batteries and brought away the guns."

I also enclose a copy (B)* of my reply thereto, enclosing a report made to me by Lieutenant Lamson last night, from which it will appear that the statement above quoted is erroneous.

The rebel battery referred to is situated at the confluence of the Western Branch and commands the communications between the upper and lower Nansemond. Our gunboats have suffered severely from it.

The plan of attack was made by Lieutenant Lamson, urged by him upon the military authorities, and, after two starts, rendered abortive by the shortcomings of the troops, was finally put into successful execution under his controlling management.

This battery, after capture, was abandoned by our troops against the repeated and urgent remonstrances of both Lieutenant Lamson and Lieutenant Cushing. It was thus opened to immediate reoccupation by the enemy, and it became necessary that our three little vessels should drop down to the lower Nansemond.

My instructions to Lieutenants Cushing and Lamson when they went into the Nansemond, and every direction to them whilst there, required these officers to render all the assistance in their power to the army. This they did with marked ability and success.

But I believe it was impracticable, with our few light-armed and open-decked vessels, to prevent the enemy from crossing the upper Nansemond, which is a crooked creek, some 7 miles long. It was bad policy to risk the army on the expectation, entertained and expressed to me by General Dix, that a naval force could perform the impossible feat of protecting its rear and preventing its capture, as the enemy, with our water communications cut off, could easily destroy our vessels by concentrated fire of fieldpieces. Had I adopted this idea and attempted its execution, the navy would have been responsible for the catastrophe which would have followed if the enemy had in proper force determined to cross this stream. The true defense was by well-located earthworks and rifle pits.

While entertaining and presenting these views, I, nevertheless, as will appear from the following brief statement of my orders and correspondence, continued our vessels in the upper Nansemond until the army saw fit to abandon the key position, which had been captured by the efforts of Lieutenant Lamson.

April 18, I expressed to Lieutenant Lamson my doubts about the propriety of continuing our vessels in the Nansemond Creek, and instructed him not to remain with them there any longer than the communications should remain open. On the same day I communicated to Major-General Dix the fact of my having given such directions.

April 19, I sent Fleet Captain Crosby with directions to deliver the above order to Lieutenant [Lamson], if in his discretion there was no good reason for continuing the occupation of the upper Nansemond.

* See p. 756.

April 19, at 6 p. m., I received a telegram from Major-General Peck, commanding at Suffolk, urging the necessity of keeping the gunboats in the river to enable the army to hold its present position. In reply I informed him that Lieutenant Lamson might await further orders in the upper Nansemond, though the gunboats were needed elsewhere.

April 19, 10:30 p. m., I instructed Lieutenant Cushing to congratulate General Getty on the capture of the battery, and to say to him, "I willingly assist him and let the gunboats remain."

April 20, 10:30 a. m., I wrote to Lieutenants L[amson] and C[ushing] as follows:

As the army is now in strength in the upper Nansemond (having received reinforcements), there will be no necessity for keeping our flotilla there so long as to expose it to having its communication cut off. Act accordingly, giving notice to the army.

No action was taken on this conditional order while the communications were kept open by our retention of the rebel battery.

April 20, the forces of Lieutenants C[ushing] and L[amson] being below the captured battery, I wrote to them as follows:

The flotilla need not return to the upper Nansemond (the enemy being in retreat, as reported by Lieutenant Cushing) except the *Stepping Stones*. She may resume her usual position in the river.

No action was taken on this, as the condition supposed and reported by Lieutenant Cushing did not exist, and our vessels remained above the captured battery until it was abandoned by the army.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, to the Secretary of the Navy, concerning prisoners.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 22, 1863.

SIR: Mr. Rogers, a rebel lieutenant of engineers, was captured in the lower Nansemond by Lieutenant Cushing, of the *Commodore Barney*, on the 17th instant.

Major-General Dix, under date of the 20th, in reply to my representations, informs me that he will be held subject to my order.

Major-General Dix suggests that it would be well to make some early disposition of the case, as he is confined at Fort Norfolk with other prisoners of war who are awaiting an exchange.

Two rebel soldiers, W. P. Lawson [D. P. Lonson?] and T. J. Wade, of the Second Mississippi Regiment, were sent to me on the 17th by Lieutenant Cushing, and a drummer boy was sent to me on the 13th by the same officer. These claimed to be deserters, but, having reason to suspect, from the character of their statements, that they were spies, I sent them all to the *Brandywine*, where they are now held as prisoners of war.

I respectfully submit these cases to the Department for such action as it may deem proper.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, regarding four suspicious negroes.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 22, 1863.

GENERAL: I send herewith four negroes who went on board the *Mount Washington* in the Nansemond on the 15th instant, representing that they were free negroes and that there was no enemy in sight, but scarcely a minute had elapsed when the *Mount Washington* was attacked and a long and severe engagement followed.

I respectfully request that you will make such disposition of them as may seem proper under the circumstances of the case.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding cooperation of the Navy in the Nansemond.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, Va., April 22, 1863.

ADMIRAL: I received at midnight your letter of yesterday in regard to the battery captured at the mouth of the Western Branch of the Nansemond River, enclosing one from Lieutenant Lamson, and cheerfully accept them as an explanation of the withdrawal of the gunboats.

I supposed the order to withdraw them was absolute, and the impression was confirmed by your former dispatches, in which you said I "must not rely upon these frail and open ferryboats and river steamers which you (I) call gunboats, to keep the rebels from crossing the upper Nansemond, which is long, narrow, and crooked—a mere creek or natural canal—and unfit for the operation of vessels, now that the enemy is establishing his artillery and rifle pits in such strength as to command that communication;" and for this reason you said you did not see the propriety of continuing them there. From these and other expressions of the same character, I supposed that their withdrawal was definitely settled, although I had opposed it with all proper earnestness. My two armed steamers are to remain there. I know there is danger that they will be fired into, injured, perhaps crippled, but this hazard must be incurred to prevent the rebels from crossing. Yours will be exposed to no more danger than mine. The position of the captured battery, though a commanding one, gave us no security against the crossing of the enemy except at that point. It would have been no obstacle to his crossing 1, 2, 3, 4, 5, or 6 miles above, and the troops we must have kept there to hold it would have been much more useful on the right bank of the river as a movable force to oppose him wherever he should have made an attempt to cross. Besides, its occupation would not have removed your objections to the employment of your gunboats in the narrow channel above. What we want is to have two or three gunboats moving up and down the upper Nansemond for several miles to watch the enemy's movements and to aid in destroying his pontoon bridge if he should attempt to throw one across the river.

I have not time to enter into explanations, but if you will give to Lieutenants Lamson and Cushing, who have displayed so much gal-

lantry, discretionary powers, so that they may go up the upper Nansemond when they think it safe, and permit them to act in conjunction with General Getty, who is charged with the defense of the right bank of the river, I feel confident we can defeat the enemy's purpose. And should he establish a battery below your gunboats I have no doubt they would be able to pass it without loss.

I know you will be happy to hear that the fleet above Vicksburg has passed that stronghold without the loss of a single armed vessel, so General Halleck informed me yesterday. And I really think your apprehensions in regard to your gunboats should be lessened when you consider that as yet not one of them has been permanently disabled.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, making a statement of facts regarding the cooperative operations on the Nansemond.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 29, 1863.

GENERAL: I have received your communication of the 22d. You therein refer to some general views which I had expressed, and from which you drew the conclusion that I had withdrawn the flotilla from the upper Nansemond.

When General Keyes a fortnight since informed me, on current reports obtained from rebel deserters and fugitives all along the line, that Longstreet was approaching Suffolk with 40,000 men, heavy artillery, and pontoons, and earnestly preferred requests for gunboats to protect the line of the river, the greater part of the light-draft force of this squadron was engaged cooperating in the defense of the military positions in the sounds of North Carolina, and I was in receipt of urgent requests from that quarter also for an additional gunboat force. There was a similar pressure for additional gunboats for Williamsburg and Yorktown. Here I had but one available gunboat, the *Commodore Barney*, which I at once detailed for duty in the lower Nansemond. The Nansemond was already occupied by one light ferryboat (mounting four field howitzers) which had been used for naval guard ship there. There remained here two river steamboats and four tugs (mounting two light pieces each), belonging to the naval service, and used for transport, tender, mail, and picket duties. All of these, save but one of the tugs for picket, I immediately equipped with detachments of men, and such [means] as I had at my disposal for their protection from rifle shot, arming one of the river steamers with four fieldpieces on field carriages from this ship, and sent them up the Nansemond in accordance with the requests I had received. One of the river steamers I reserved for transport of ammunition, coal, and dispatches, at the service of the vessels in the Nansemond.

The embarrassment thus occasioned here by the absence of tenders was partially relieved by the kind loan of the quartermaster's tug *Du Pont*.

In further response to urgent calls from General Peck and yourself, I applied to the Department for an additional force of light drafts to meet the demands on the navy in these waters. Four vessels were

then detached from the Potomac Flotilla, this being half of Commodore Harwood's steam force. They arrived here on the 16th and were sent into the Nansemond the same evening. Lieutenants Cushing and Lamson, who had in charge the two divisions of the flotilla in the Nansemond, were instructed to do everything in their power to assist the army.

The upper part of the river, in which most of these light vessels thus hastily equipped were ordered to operate, is but a canal or ditch, of width so insignificant that the boats are obliged to touch one bank with their bows that their sterns swing clear of the other. This narrow and tortuous stream winds between banks covered with woods, where riflemen or artillery can at any time conceal themselves and open a murderous and concentrated fire on our men on the open decks of their vessels at short range, shifting from place to place, or, masking batteries above and below, cut off your communications at will and destroy or capture the flotilla.

Had the enemy in force really determined to cross the Nansemond, how long could such vessels effectively oppose the movement? It was obvious to me that the few light fieldpieces we had (mostly on field carriages) would, in the event of contesting a crossing, have done better service behind earthworks than on open decks, over magazines of powder and steam, for the boilers, machinery, and ammunition of these light-draft vessels, unlike those of regular men-of-war, are near or above water, and exposed to shot and shell.

The line which these frail and vulnerable vessels were called upon to protect, and in front of which they were expected to patrol and draw the enemy's fire, was purely a military line, whose natural defenses should have been earthworks on our side against earthworks on the other; riflemen, scouts, communications and proper disposition of troops to oppose similar demonstrations on the part of the enemy. Was it justifiable for you to impose or for me to undertake, without a word of warning to you regarding its utter impracticability, a naval defense of your military line, which defense, if fairly tried, must have failed, to the grief of the nation and the probable reproach of the Navy?

I beg to remind you that while thus straining every effort to meet these demands on the part of the army, though I was under the conviction that it was an anomalous and improper use of naval means, I suggested to you, having in view the confidence so flatteringly reposed in such means by you and General Peck, to arm and equip with fieldpieces and men for this service in the Nansemond, as I had done with the *Mount Washington* and *Stepping Stones*, one of the numerous tugs and transports at your disposal, of which, as shown by your official notices to me, you had about forty. I have not been informed that this suggestion was adopted.

In your letter of the 22d you say, alluding to the gunboats, "I know there is danger that they will be fired into, injured, perhaps crippled, but this hazard must be incurred to prevent the rebels from crossing. Yours will be exposed to no more danger than mine."

A newspaper correspondent from Fortress Monroe, and professing to derive his inspiration from the highest authority, a great breach of military and professional decorum, accused me of withholding the necessary services of the gunboats and desiring to keep them out of danger by putting them in glass cases.

I have not learned that for this gross and indecent assault, this wicked misrepresentation of an honest and earnest performance of duty, under high responsibilities, the anonymous correspondent has in any way been corrected. These things constrain me to quote from a report

by Lieutenant Lamson, under date of Sunday, April 19: "We have fought the rebels every day since last Sunday, except to-day, with a heavy loss compared to our force, and the army have lain on their bank or in their earthworks without a man hurt, and have utterly failed to render me the assistance and support they ought to have given."

During this time the *Mount Washington* and *Aleri* had been disabled and withdrawn for repairs, the former in a serious contest with the enemy's battery at Western Branch, having had her boiler exploded, her gallows frame destroyed, and having been otherwise much cut up while helpless and aground on the bar commanded by that battery without the use of her steam.

Our loss in this and subsequent unequal contests amounted to one of our vessels entirely disabled and three of the other four partially so, and twenty-four men killed and wounded, a very large proportion of our small number of men engaged.

The interval of two days between the disabling of some vessels and the arrival of others on the upper Nansemond, together with the absence of any naval demonstration on the part of the enemy in James River, seemed to indicate that it was not his intention to cross the Nansemond. Your reinforcements, giving you as I am told a strong army of 22,000 men at Suffolk, enabling you, as you have just done, to erect works and to defend the line of the river; the inability of my little vessels, as shown by subsequent contests with the rebel battery to raise the blockade of the upper Nansemond, while my transports and tenders were being cut up without being adequate to the main object of protecting that line; my orders to return the vessels from the Potomac Flotilla as soon as the emergency was over, and a requisition upon me to convoy and protect Major-General Hooker's supply vessels going into the Pamunkey, combined to dispose me to withdraw the light drafts from the upper Nansemond, and I accordingly sent Fleet Captain Crosby to Suffolk to ascertain facts and to bring them down if practicable, giving due notice to the army; but at your and General Peck's instance I left them in the river, as shown in my dispatches of the 19th to General Peck before and to General Getty after the capture of the battery on the Western Branch, which capture opened our communications. The former dispatch went through your headquarters. I am further constrained to say that it was not until after two failures on the part of the army to support Lieutenant Lamson that that young officer was finally enabled to put into execution (with the gallant and effective cooperation of the troops under General Getty) the plans which he had made and urged to capture the battery at Western Branch.

A due regard for the facts should have prevented the reflection implied in your letter. The readiness and zeal which the officers and men under my command have exhibited in these unequal contests, in which my vessels have been fired into, injured, and crippled; the gallantry with which they have incurred hazards to prevent the rebels from crossing; these did not tempt me selfishly to misuse the means and lives with which I am intrusted for the public welfare to undertake, without proper explanations, an enterprise which is military and not naval, which is practicable in the former sense and impossible in the latter. Hence I have taken pains to apprise the military authorities of the insufficiency of these means to the ends proposed and urged by them.

Lieutenants Cushing and Lamson are still in the Nansemond and under instruction to give all the assistance in their power to the army.

The orders which I have given Lieutenant Lamson not only do not restrain but direct his going into the upper Nansemond when necessary and practicable, at his discretion.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, responding to his statements regarding operations in the Nansemond.

HDQRS. SEVENTH ARMY CORPS, DEPT. OF VIRGINIA,
Fort Monroe, May 2, 1863.

ADMIRAL: Your letter of the 29th ultimo contains some references to affairs on the Nansemond which concern the immediate commander there more nearly than myself, and a copy will be forwarded to him.

I desire to acknowledge, as I always have, the readiness with which my calls on you for aid have been answered. In regard to differences of opinion between us concerning our respective duties, I have done all in my power to confine the knowledge of them to those immediately around me and my official superiors. How difficult it is to carry out such a purpose in this country of free discussion I need not suggest to you. My own public conduct in this department has in more than one instance been criticised in a most unjust and offensive manner by a correspondent whom I knew, but as it did not affect any public interest I did not notice it, although I have sent three out of the department, two for giving military information and one for interference with officials. In regard to the newspaper article referred to by you, the moment my attention was called to it (for I rarely read correspondents' letters), the reputed author was advised that he had been guilty of a great impropriety in using the words "highest authority," which he explained to be a common phrase among newspaper correspondents, importing that the statement was made on undoubted information. He was also advised that the remarks in regard to yourself were strongly disapproved by me, and on both points I was assured that there would be no cause for complaint hereafter.

The last paragraph of your letter, advising me that Lieutenants Lamson and Cushing were authorized, in their discretion, to go into the upper Nansemond and cooperate with any forces there against the enemy, is all I can ask, and I know that the spirit and gallantry those young officers have exhibited on all occasions will insure to us all the aid it is possible to afford.

I have the honor to be, very respectfully, your obedient servant,
JOHN A. DIX,
Major-General.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

OFF NEWPORT NEWS, April 23, 1863—8 a. m.
(Received 9 p. m.)

Lieutenant Cushing reports that yesterday afternoon, with ninety men and a howitzer, he went to the village of Chuckatuck, where a large

cavalry force was reported to be. Encountered forty cavalry in the village, defeated them, killed two and captured three of their horses, fully equipped. He lost one man killed. He thinks that his reconnoissance shows that the enemy is not in strong force near Suffolk.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Cushing, U. S. Navy, regarding expedition to Chuckatuck village for the recapture of the boat's crew of the U. S. S. *Stepping Stones*, April 22, 1863.

U. S. S. COMMODORE BARNEY,
Sleepy Hole, Nansemond River, April 23, 1863—12 a. m.

SIR: I have the honor to report that on the 21st I received information from Captain Harris, of the *Stepping Stones*, then anchored at this station, that a boat's crew of five men had been killed or captured by the enemy under the following-named circumstances: At 11 a. m. on that day a white handkerchief was waved on the rebel shore by a man dressed in citizen's clothes, and thinking the person to be a Mr. Wilson, and wishing to gain information as to the state of the country, Captain Harris sent in a boat containing five men to bring him off. As soon as the boat reached the beach it was fired upon by persons concealed in the brush. The fire was returned from the boat and the *Stepping Stones* opened from her howitzers. Upon learning of this treacherous act, I determined to so punish it that we should not suffer so in future. On the morning of the 22d we moved down from Western Branch with the *Yankee* in company and anchored near the *Stepping Stones*. I at once proceeded to organize a boat expedition, and at 1.45 p. m. seven boats left the side of the *Barney*, two belonging to that vessel, three from the *Yankee*, and two from the *West End* (army boat). The crews were made up of details from the several vessels present and numbered about ninety men. We pulled in boats in line abreast and covered by the fire of the boats, and landed the men and one 12-pounder howitzer. The boat sent in the day before was secured, together with four muskets and the dead body of Rietchurch, seaman of *Minnesota*.

Leaving a party to guard the boats, I advanced and, throwing out a line of skirmishers in front, burned three houses, with barns, etc., owned by men who had given active service to the rebel cause while wearing the dress of private citizens. All the buildings were on the point of land from which the enemy fired on the 21st.

As soon as this was done our force advanced on Chuckatuck village, 3 miles distant, at which point 400 cavalry were said to be posted. We came upon their pickets about a mile and a half from the town and drove them in, and, having secured a mule cart, toggled the trail rope of the howitzer to the rear and went forward at a double-quick. My object was, if possible, to recapture our men and to punish the rebels for their cowardly conduct. Two other squads of their pickets were driven in, and at 4.30 we entered the town. Suddenly a party of cavalry, numbering about forty men, appeared some 200 yards in our front, coming down the street at a saber charge. The howitzer was at once unlimbered and discharged, and my men opened with musketry. At this the mules became frightened and charged directly into the rebel ranks, taking with them the most of our howitzer ammunition. As soon

as the gun was again discharged our sailors went forward with a cheer, drove the enemy, and repossessed themselves of the cart and ammunition.

The rebels retreated with the loss of two killed and three horses, fully equipped, captured; also six cavalry pistols. We remained masters of the town. Finding that the captured sailors had been taken to the Confederate headquarters across Reed's Ferry, I started for the river at 5:15 p. m. and reached the boats safely at 7, having a slight skirmish by the way. I lost one man killed in the cavalry charge (Daniel Conlow, landsman), who, being slightly in advance, fired right in the face of the advancing force and was shot in two places. I sent his body by the *Oœur de Lion*, as also the corpse of the man killed on the 21st. This has been a most important reconnoissance, and has, I think, demonstrated that the rebels are not in strong force near Suffolk. I shall communicate the result to General Peck at once. Acting Master's Mate James Birtwistle, of the *Minnesota*, behaved as usual with the coolest bravery in working the howitzer, and certainly deserves promotion if gallantry and strict attention to duty merit such reward. Acting Ensign William Hunter had charge of the advance guard, and did his whole duty. Acting Master's Mate G. M. Lawrence, of the *Stepping Stones*, acted as guide, and may justly claim great credit for his share in the expedition. Master's Mate Aspinwall took charge of the boats, and took all citizens near prisoners, in order that no information of our movements might be taken to the enemy. Acting Master's Mate Borden, from the *Yankee*, took charge of the main body under myself, and did his duty. When I entered the town I had with me about half of the men, as I had to leave a force at the crossroads to protect my rear. I can not refrain from drawing a contrast between the conduct of the sailors, who behaved most nobly, with that of the fifteen soldiers from the *West End*, whom I was obliged to threaten in order to make them do their duty.

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

W. B. CUSHING,

Lieutenant and Senior Officer in Nansemond.

Acting Rear Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, to render assistance, if needed, for the recapture of the Western Branch (Hill's Point) battery.

U. S. S. STEPPING STONES,

Nansemond River, April 23—6 p. m.

Lieutenant Lamson will see Generals Peck and Getty this evening. If General Peck wishes to have gunboat assistance on the upper Nansemond, after hearing of Lieutenant Cushing's reconnoissance yesterday, propose to him to recapture, with our assistance, the rebel battery at Western Branch. If he declines, I approve of Lieutenant Lamson's report to me, that it would be improper for our gunboats to attempt to pass if it is occupied by the enemy with artillery. But this I very much doubt. I think the army scouts should ascertain about it, or you can make a demonstration to ascertain it if the army declines. If the work is not so held with artillery by the enemy, Lieutenant Lamson will take the light drafts up to Suffolk and return and report to me,

leaving the *Stepping Stones* in her usual position with the *Alert*. Keep the four light drafts up the upper Nansemond if General Peck is going to make a movement.

S. P. LEE,
Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

P. S.—Send the *Primrose* and *Yankee* to me if no demonstration is made, or if the battery at Western Branch is not held by artillery.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, expressing approval of his course, and giving credit to Lieutenants Cushing and Lamson.

NAVY DEPARTMENT, *April 24, 1863.*

SIR: I have received your dispatch No. 448, with the enclosures. The course pursued by you, as disclosed by your orders to Lieutenants Cushing and Lamson and your correspondence with Major-General Dix, was judicious and is approved by the Department.

Great credit is due Lieutenants Cushing and Lamson and their commands for the courage, skill, and energy displayed by them and their officers and men in an emergency requiring the exercise of undaunted bravery and resolution. The naval forces have well sustained themselves in the trying circumstances in which they have been placed and borne themselves in a manner deserving commendation. It is to be regretted that the battery which they captured, and which was the key of the position above, should have been abandoned, unless under compulsory necessity. You have every reason to be satisfied with your own course, and also with that portion of your command which participated in these conflicts and so faithfully executed your orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Lieutenant Lamson, U. S. Navy, regarding operations near Suffolk.

GENERAL GETTY'S HEADQUARTERS,
Near Suffolk, April 24, 1863—12 m.

SIR: I came up to General Peck's headquarters last evening and communicated with him. He has organized a reconnoissance to-day on the Somerton road, and says he will send a strong force across the river at Suffolk to-morrow and sweep the country from this river to the Western Branch.

He is very anxious that the gunboats should cooperate on his right flank and by ascending the Western Branch, which the *Stepping Stones* can do as far as Reed's Ferry. From all the information I can get, I am more convinced that you are perfectly correct in your opinion that the attack on Suffolk is only a grand foraging expedition.

I heard General Peck examine a deserter who came in this morning, and he said the rebel soldiers all said it was only a foraging expedition, and that wagons were running night and day carrying provisions of all kinds across their pontoon bridge on the Blackwater. The enemy

were reported this morning in strong force on the Providence Church road, but an officer who went out said that, as usual, they "saw double." General Getty's officers report that the rebels have not reoccupied the captured battery. We will ascertain to-day. Your orders to cooperate if a forward movement would be made will require me to remain and see what General Peck will do and assist to-morrow with the light draft. The general thought the reconnoissance to Chuckatuck an important one, and I think it, and seeing Lieutenant Cushing and myself mounted on Nansemond cavalry horses has incited him to make these forward movements, for he said nothing about them till we had explained what had been done. I gave the general your opinion, and the information brought by the deserter confirmed it.

A signal officer will be sent on board our boats, so as to communicate with the force ashore and direct our fire.

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

R. H. LAMSON,
Lieutenant, U. S. Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Brigadier-General Getty, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, expressing approval of the conduct of Lieutenant Lamson.

HEADQUARTERS THIRD DIVISION, NINTH CORPS,
In the Field, Nansemond River, April 24, 1863.

ADMIRAL: I deem it proper to state that all the arrangements made by Captain Lamson, U. S. Navy, commanding gunboats in the upper Nansemond during the operations of the 19th and 20th instant, were fully known to and approved by me.

The conduct of Captain Lamson, his officers, and crews was bold and gallant in the extreme.

With high respect, I remain, admiral, very respectfully, your obedient servant,

GEO. W. GETTY,
Brigadier-General, Commanding.

Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of Lieutenants Cushing and Lamson, U. S. Navy, regarding operations in the Nansemond.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 25, 1863.

SIR: I beg leave to enclose for the information of the Department certified copies* of the several reports by Lieutenants W. B. Cushing and R. H. Lamson respecting our operations in the lower and upper Nansemond during the recent demonstration of the enemy against Suffolk.

The Department will perceive on perusal of these interesting narratives that these young officers, in the extremely difficult and hazardous positions in which they have been placed, have exhibited remarkable

* Placed chronologically.

zeal, courage, and discretion, and that the officers and men under their command have faithfully and gallantly supported them.

I would respectfully draw the attention of the Department to the conduct of Lieutenant Lamson in planning and, with the important cooperation of the troops under Brigadier-General Getty, effecting the capture of a battery of five guns and about 130 men on Hill's Point, which commanded the communications between the upper and lower Nausemond, and which had severely harassed (and in one instance entirely disabled) the little vessels of our flotilla.

One of the guns, a brass 24-pounder fieldpiece, and the sword of the rebel commanding officer are now on board this ship, subject to the disposition of the Department. I trust that Lieutenant Lamson will be permitted to retain the sword as a proper testimonial of his good conduct.

I take great pleasure in enclosing letters* of the 20th, 21st, and 24th from Brigadier-General Getty, expressing his obligations for the assistance given by the gunboats and his admiration for their disposition by Lieutenant Lamson during the capture and final evacuation of this earthwork.

I hope the Department will also especially notice Lieutenant Cushing's gallantry and enterprise in conducting an important armed reconnaissance with ninety men from the gunboats and a 12-pounder howitzer, 3 miles into the enemy's country to Chuckatuck village, where a force of cavalry was put to flight and a safe return to the gunboats effected after a brief occupation of the town.

The operations in the river have been conducted with the following vessels:

In the upper Nausemond, under the command of Lieutenant R. H. Lamson—The *Stepping Stones*, Acting Master T. A. Harris; *Mount Washington*, Acting Master and Pilot H. H. Haynie; *Cœur de Lion*, Acting Master Charles H. Brown; *Cohasset*, Acting Master and Pilot Thomas Evans; *Zouave*, Acting Master and Pilot Sylvanus Cox; *Alert*, Acting Master's Mate John Bishop, and two army gunboats, the *West End* and *Smith Briggs*.

In the lower Nausemond, under the command of Lieutenant William B. Cushing—The *Commodore Barney*, Lieutenant W. B. Cushing; *Yankee*, Acting Master T. P. Ives; *Teaser*, Acting Ensign Philip Sheridan; *Primrose*, Acting Master W. T. Street.

Of these the *Yankee*, *Teaser*, *Primrose*, and *Cœur de Lion* are from the Potomac Flotilla. The first three proceeded into the Nausemond on the evening of the 16th; the last on the morning of the 17th.

The Department will notice with pleasure that the conduct of both officers and men is repeatedly commended in the enclosed reports. Opportunity is given for especially mentioning the good and efficient service rendered by Acting Master T. A. Harris, commanding *Stepping Stones*, and his zeal and devotion during all the operations in the river. Acting Master's Mate James Birtwistle, of the *Minnesota*, is repeatedly and honorably mentioned as a modest, brave, and efficient officer. I respectfully recommend these officers for promotion for gallant conduct in the face of the enemy.

Acting Ensign William Hunter, of the *Commodore Barney*, and [Acting Master's Mate] G. M. Lawrence, of the *Stepping Stones*, are commended by Lieutenant Cushing; and Acting Master and Pilot H. H. Haynie and Acting Master's Mate Griffin, of the *Mount Washington*, by Lieutenant Lamson; and Acting Ensign William G. Morris, of the *Cœur de Lion*, by the commanding officer of that vessel.

* See dates.

These names are mentioned in the enclosed hasty but interesting reports, written in the midst of the excitement of active and perilous service.

It will give me pleasure to forward to the Department for proper record or reward such individual instances of gallantry and good conduct among the men as their commanding officers may recommend under the fourth and fifth articles of the tenth general order.

I forward herewith the fleet surgeon's reports of casualties in the several engagements in the Nansmond, which are complete up to their dates, and include 7 killed and 15 wounded.

Lieutenant Lamson was slightly wounded.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Lamson, U. S. Navy, regarding cooperative measures.

U. S. S. STEPPING STONES,

Nansmond River, April 25, 1863.

SIR: I have the honor to report that I proceeded to Suffolk, in obedience to your order, and communicated the substance of your written orders of the 23d instant. General Peck said that he had organized a reconnoissance in force for the 23d, and if that was successful he would cross over in force to-day and sweep the peninsula between the Nansmond and the Western Branch. I told him my orders from you were to cooperate as much as possible in any forward movement, and that I would do so by going up the Western Branch in this vessel and by sending the other light drafts up this river. I assured him that your orders to me were, and always had been, to remain in the upper river as long as I could be of service. Finding that nothing could be done on the river during the day, I volunteered to act on General Corcoran's staff, and was present during the skirmish on the Edenton road.

Our force numbered about 5,000, with two batteries of artillery and cavalry. Our skirmishers engaged the enemy, and a hot fire was kept up for some time, when our men charged their rifle pits and drove the enemy into the woods. Their artillery (four guns) then opened upon us and a heavy artillery fire was maintained for nearly an hour, when the enemy ceased firing and retired. Our forces then withdrew. Our loss was 35 killed and wounded. The enemy had not more than four guns and from 800 to 1,000 men engaged; we took four prisoners. During the same time Colonel Buehler, with 1,200 men, advanced on the Somerton road and skirmished with the enemy's pickets. The enemy was reported at work on the river, opposite General Getty's line, and this morning he informed me that a new road was seen leading down to the water from the opposite woods. This road is commanded by two of General Getty's batteries. This morning I came down to Calhoun's Point to reconnoiter the battery recently captured on Hill's Point. No enemy could be seen in it, and Captain Morris, commanding Battery Stevens, said that the rebels had not been in the works for two days.

I told General Getty that I would bring up all the light drafts at any time when he needed their assistance.

I told General Peck I would bring up the gunboats whenever he wished me to do so. One of the armed army boats, the *Smith Briggs*, is at Suffolk, and her captain, J. O. Lee, told me yesterday that his vessel had done nothing since the enemy first appeared except to shell the woods at a distance. The *West End* has been of no assistance to me whatever, except to assist once in shelling the battery, and she was the farthest from it of any vessel. General Getty informed me that he had reported Lieutenant Rowe, commanding the *West End*, for refusing to cross over troops when the battery was abandoned.

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

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Cushing, U. S. Navy, regarding proposed reconnoissances by the army.

U. S. S. COMMODORE BARNEY,

Western Branch Nansemond River, April 25, 1863—11 a. m.

SIR: After informing General Peck of the movement to Chuckatuck, he concluded to make two reconnoissances in force—one yesterday on the Somerton road, and the other to-day, across from Suffolk, sweeping down to this point. Whether the troops went or will go out I can not say, for the state of the weather may have prevented it; but if the movement is made we will have to distribute the boats along the river on his line of march. It is also reported that two fieldpieces were placed in position in the earthwork on Hill's Point yesterday, but I am not able to confirm it and do not believe that such is the case. I can draw no response to my fire. I thought that I would keep the *Yankee* here until to-morrow, until we see if the army moves, and then I will send her down. I shall, if required, go up Western Branch Creek with two of the lightest boats in order to aid our land force.

Respectfully, your obedient servant,

WM. B. CUSHING,

Lieutenant and Senior Officer in Nansemond.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, to render assistance to the army.

U. S. S. COMMODORE BARNEY,

Nansemond River, April 25, 1863—6 p. m.

My order of the 23d respecting the *Primrose* and *Yankee* is revoked. You will give the army all the assistance in your power, especially to prevent the enemy from crossing any part of the Nansemond, occupying such positions with the vessels as may in your judgment be best. Lieutenant Lamson will have the four light drafts.

S. P. LEE,

Acting Rear-Admiral.

Lieutenants CUSHING and LAMSON.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of Lieutenants Cushing and Lamson, U. S. Navy, regarding affairs in the Nansemond.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 26, 1863—2:15 p. m.

SIR: Since writing my No. 464 I have received from Lieutenants Cushing and Lamson reports dated to-day, copies of which I enclose.

I also enclose as supplementary to my No. 463 the fleet surgeon's report of casualties in the Nansemond River by returns received up to to-day, viz., 9 killed and 16 wounded.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

P. S.—With four of our men captured,* our casualties of all kinds amount thus to 29.

S. P. LEE,
Acting Rear-Admiral.

[Enclosures.]

U. S. S. COMMODORE BARNEY,
Nansemond River, Sleepy Hole, April 26, 1863—12 m.

SIR: All is quiet on the Nansemond, above and below. The army still expect an attempted crossing. We do not.

I am, sir, very respectfully, your obedient servant,
WM. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

U. S. S. STEPPING STONES,
Nansemond River, Virginia, April 26, 1863—10 a. m.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 25th instant, and will send reports as directed.

I have concerted night signals with General Getty, by which I can be informed of any attempted crossing of the enemy, and in such a case shall proceed to the threatened point at all hazards.

I shall move all the light drafts up to the bar this morning, and, after reconnoitering the battery on Hill's Point, will go up the river to-day or to-morrow, as both General Peck and General Getty were so anxious that the boats should do so. General Peck said that he would send a signal officer on board, so that we could communicate more readily with General Getty. I have read, sir, with great astonishment and indignation the false statements in the New York Herald, said to be "received from the highest authority," that Lieutenant Cushing and myself had been restrained by your orders in any movement against the enemy. I have never received but one order from you, which directed me to afford all possible assistance to the army, and what the Navy has accomplished in this river has been done in obedience to your instructions.

* See pp., 763, 771.

Captain Harris informs me that this vessel has received 189 shots from the enemy's artillery and musketry. There is no movement of the enemy this morning.

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

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

U. S. S. MINNESOTA, *April 26, 1863.*

SIR: The total amount of casualties in the engagements on the Nansemond, by returns received up to to-day, are:

Killed	9
Wounded	16

The official returns from the *Commodore Barney* have not yet come to hand.

Very respectfully, your obedient servant,

WM. MAXWELL WOOD,

Fleet Surgeon.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Cushing, U. S. Navy, of quiet on the Nansemond.

U. S. S. COMMODORE BARNEY,

Western Branch Nansemond River, April 27, 1863—11 a. m.

SIR: All is quiet on the Nansemond. I went 1 mile into the country yesterday, but a barricade on the road was the only trace of the enemy.

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

WM. B. CUSHING,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

[Telegram.]

NAVY DEPARTMENT, *April 28, 1863.*

It is telegraphed by General Dix that you have ordered all the gunboats out of the upper Nansemond, and that the enemy are in force threatening to cross that stream. The President desires you to place your vessels in such position as in your judgment will cooperate most effectually to defeat the intentions of the enemy. Answer by telegraph.

By order of the President:

G. V. Fox.

Assistant Secretary.

Acting Rear-Admiral LEE,

Comdg. North Atlantic Blockading Squadron, Newport News.

[Telegram.]

OFF NEWPORT NEWS, *April 28, 1863—3:30 p. m.*

(Received 6 p. m.)

I have not ordered any of the vessels out of the upper Nansemond, as telegraphed by General Dix.

Lieutenant Lamson was compelled, in consequence of the evacuation on the 20th, by General Peck's order, of the batteries which commanded the bar at the mouth of the upper Nansemond, to drop just below the bar.

My orders to the flotilla are to render the army all practicable aid.

This will certainly be done; copies of all my orders to Lieutenants Cushing and Lamson go to the Department by to-day's mail.

Every effort will be made to execute President's order. On the 26th I received an official communication from General Peck, dated the 21st, assuring me that he would hold the upper Nansemond with or without boats. It should be impossible for the enemy, in view of the large force we have at Suffolk, to cross that stream.

S. P. LEE,
Acting Rear-Admiral.

Hon. G. V. Fox,
Assistant Secretary of the Navy.

Report of Lieutenant Lamson, U. S. Navy, of the unmasking by the enemy of an earthwork above Norfleet's Point.

U. S. S. STEPPING STONES,
Nansemond River, Va., April 28, 1863—8 a. m.

SIR: Yesterday afternoon the enemy unmasked some kind of an earthwork just above Norfleet's Point. Our guns opened upon it, but at sundown had elicited no reply. The rebels made no attempt to conceal the work till it was discovered by us, when they immediately commenced masking it with brush.

Several days since I proposed an attempt to capture a body of the enemy now at Ohuckatuck. General Getty said yesterday he thought we could do it.

I will inform you, sir, before the arrangements are made.

Yesterday 25 of the enemy attempted to destroy the wharf at Holloway's [Halliday's] Point (opposite Sleepy Hole).

The *Swan* and *Commerce* came down this morning. I noticed the mark of one shot on the *Swan*.

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

R. H. LAMSON,
Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, regarding general condition of affairs.

U. S. S. STEPPING STONES, *April 28, 1863—8 p. m.*

SIR: The vessels that passed down this morning (two army transports) were fired on by three 12-pounder guns from the new work above Norfleet's Point, 3 miles below Suffolk. I am confident these are the only guns on the left bank of the river at present.

Evening before last I went to see Colonel Pease in regard to sending a scouting party over the river. Colonel Pease promised to send three men if I would send a boat, which I did, but the men were not sent by him. Yesterday morning General Getty sent to ask the use of a boat to send a party over last night. I sent the boat to Colonel Pease, who put a crew of his men in it and started it up the river in broad daylight. Near Fort Connecticut the boat was fired upon by the enemy's sharpshooters. The crew ran the boat on the marsh and left it, and at high tide it drifted over to the rebel side. I am confident there is no strong force along the Nansemond, and General Getty's works are so strong that it would be scarcely possible for them to cross.

General Peck's officers reported to him this afternoon that the enemy were erecting a new earthwork on the South Quay road.

General Getty's batteries fire at intervals, day and night. I saw General Peck to-day at Suffolk. He seemed very much alarmed about his position, though from what cause I could not ascertain.

The enemy have not been seen in any force. General Peck seemed quite anxious to have the gunboats come up to Suffolk, though he did not propose anything for them to do except to be ready to act. I told him that all the boats that could come up were ready at all times, and that I had arranged signals with General Getty by which he could apprise me of any attempted crossing or of any attack, and that I should proceed to the threatened point at all hazards. I shall propose to General Peck to send a picket into the battery on Hill's Point to apprise us of any attempt of the enemy to reoccupy it with artillery, and then I will move farther up the river.

There is nothing to prevent my going to Suffolk if there was any object in doing so.

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

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Memorandum of instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, commanding in the upper and lower Nansemond.

Confidential.]

U. S. S. COMMODORE BARNEY,

Western Branch Nansemond River, April 28, 1863—9 p. m.

I have Lieutenant Lamson's report this evening. The President, as you are aware, wishes the navy to give all the aid in its power to the army, especially to prevent the enemy from crossing the Nansemond to get into the rear of the army at Suffolk. With signals arranged with our troops along the right bank to apprise you of the point where your services might be available to run through a pontoon and to aid otherwise in preventing a crossing of the upper Nansemond, your position here would answer for those vessels which can always cross the bar; but in respect to the others, whose services may be needed above in the event of a crossing above, there might be a difficulty in getting over the bar at the time required. I approve the plan proposed by Flag-Lieutenant Lamson to go with his light drafts just above Hill's Point battery, the army keeping the Hill's Point battery (which the enemy have not reoccupied, probably because the vessels are below it) picketed, as proposed by Lieutenant Lamson, or by yourselves if necessary.

Lieutenant Commanding Cushing, of the *Barney*, will protect this part of the river and below, but if an earnest attempt at crossing above be made, he, too, will, if practicable, support Lieutenant Commanding Lamson. It is impracticable to give such instructions as will meet the contingencies of the service here, hence I leave you both to do the best you can—Lieutenant Cushing below and Lieutenant Lamson above the bar, but both operating above should it become necessary to do so on notice by signal or otherwise from Lieutenant Commanding Lamson to Lieutenant Commanding Cushing.

S. P. LEE,
Acting Rear-Admiral.

Letter of commendation from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenants Cushing and Lamson, U. S. Navy, and officers and men of their commands.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 29, 1863.

SIR: The Navy Department has expressed to me its entire satisfaction at the courage, skill, and energy displayed by you and the officers and men of the naval vessels in the upper and lower Nausemond in the recent operations in that river, which required the exercise of undaunted bravery and resolution. The naval forces have well sustained themselves in the trying circumstances in which they have been placed, and borne themselves in a manner deserving commendation. It gives me pleasure to inform you of the approval by the Department of your gallant conduct, and I desire you to have this letter read on the quarter-deck of each of the vessels which have borne part in the naval operations referred to, and publicly to express to officers and men my high appreciation of their loyal and unflinching performance of duty in the face of the enemy.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant W. B. CUSHING, U. S. Navy,
Nausemond River, Commanding U. S. S. Commodore Barney.
Lieutenant R. H. LAMSON, U. S. Navy,
Nausemond River.

(Similar letter to Acting Master William T. Street, commanding U. S. S. *Primrose*.)

Report of Lieutenant Lamson, U. S. Navy, of the occupation of Hill's Point battery by a picket from the U. S. S. *Stepping Stones*.

U. S. S. STEPPING STONES,
Above Hill's Point, Nausemond River, April 30, 1863—9:30 a. m.

SIR: Yesterday I informed General Getty that if he would place a small picket on Hill's Point to guard against a surprise from the enemy's sharpshooters and to give notice of any attempt to place artillery in the works, I would move above the bar, so that I could more quickly cooperate with General Peck or himself.

General Getty informed me that Colonel Pease had been instructed to place a picket on the point, and at the request of Colonel Pease I sent him a boat. About 12 last night he sent for another boat, and

said he thought "the object could be accomplished about dark without so great danger." I sent the second boat immediately, and this morning received a note saying the boats did not reach him "in time to get off before daylight," and the officer did not deem it prudent to go in daylight. Tired of so many delays and disappointments, I have occupied the point with a picket of my own men, driving out a small rebel picket, who ran after a few shots. I brought up this vessel, the *Cœur de Lion*, and the *Alert*, and will have the *Teaser* come up in the morning, all of which is in accordance with your instructions.

I am, very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Masters Ives and Street, U. S. Navy, to proceed to the mouth of the Rappahannock River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., May 1, 1863—1 p. m.

SIR: By telegraphic order of the department, just received, you will proceed with the U. S. S. *Yankee* under your command to the mouth of the Rappahannock.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master T. P. IVES, U. S. Navy,

Commanding U. S. S. Yankee, Nansemond River.

(Similar order to Acting Master W. T. Street, of the *Primrose*.)

Report of Lieutenant Cushing, U. S. Navy, regarding active operations against the enemy.

U. S. S. COMMODORE BARNEY,
Western Branch Nansemond River, May 1, 1863—11 a. m.

SIR: A new battery was unmasked yesterday at Le Compte's house, on a high bank at Western Branch Creek. I shelled them out at once yesterday, but again drew their fire last night. The light vessels have come down from the upper Nansemond. I intend to go into action to-day. So far the shells picked up by us show that the rebels have one 30-pounder Parrott, one 50-pounder, and a Whitworth. It is a strong position, but I think that we can drive them from it. In shelling them out yesterday, I took up a position where I could see them and not be seen myself.

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

W. B. CUSHING,

Lieutenant, U. S. Navy, Comdg. Flotilla in Lower Nansemond.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Lieutenant Cushing, U. S. Navy, of the shelling of a Confederate earthwork.

U. S. S. COMMODORE BARNEY,

Western Branch Nansemond River, May 1, 1863—5:20 p. m.

SIR: I have thoroughly shelled the rebel earthwork at Le Compté's house. I have a position where the *Barney* is masked and I can yet direct my fire on the enemy's position. Preparations are being made by the army to take the guns, and I will aid them if I am asked. If we get in front of them with the vessels, we can silence the battery and the troops can take it. This is my especial point of action, and in case the movement is made I will, of course, take command of the vessels engaged. The withdrawal of the *Yankee* and *Primrose* has taken away about half of my force, just at the moment when I was going to engage the battery with all my flotilla. I shall prevent the enemy from strengthening his work, as I have a range light ashore, enabling me to shell them as well by night as by day.

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

W. B. CUSHING,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, of an attack from the enemy's battery in the Western Branch.

U. S. S. STEPPING STONES,

May 1, 1863—6 p. m.

SIR: Yesterday, after going up to Hill's Point, the enemy opened upon us from the high ground near Le Compté's house, on the right bank of the Western Branch. They had three rifled guns, one 5½-inch, one 30-pounder, and one which I think is a Whitworth gun. The battery commands the channel for some distance above and below the bar. They seem to have their pieces so that they can run them behind a bank when we fire, and as soon as we cease they reopen. I came down with the light drafts last evening at dusk to assist Lieutenant Cushing to drive the enemy away. The pilot (colored) of the *Oœur de Lion* got very much frightened, and ran the vessel entirely out of the channel below the bar and got her aground in range of the enemy.

The *Alert* went to his assistance, and, after towing her off, fouled her propeller. I towed the *Alert* out with this vessel and sent her down, as I do not think it prudent to put her on the beach in the river. Yesterday I proposed to General Getty to attempt to capture this battery, and this morning he sent a request for me to come to his quarters and go to Suffolk to consult with General Peck.

We have scouts out now to find out, if possible, the strength of the supporting force. In case this is not deemed advisable, General Peck will send 5,000 men under General Getty from Suffolk, on the Providence Church road, to sweep the peninsula between the Nansemond and the Western Branch. If successful, this will either capture or drive away the battery. I send you the base of one of the projectiles fired from the battery last night. General Peck said he thought Longstreet was falling back.

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

R. H. LAMSON,
Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Acting Master Ives, U. S. Navy, commanding U. S. S. *Yankee*.

U. S. FLAGSHIP MINNESOTA,
Off *Newport News, Va., May 24, 1863.*

SIR: Enclosed herewith I forward the report of Acting Master Thomas Poynton Ives, commanding U. S. S. *Yankee*, regarding the recent naval operations in the Nansemond River and the part taken in them by that vessel, whose draft of water and length were such as to prevent her ascending to the upper Nansemond.

Mr. Ives, so far as his opportunities would allow, rendered efficient and gallant service, and I commend him to the approbation of the Department and for promotion.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. *YANKEE*,
Newport News, Va., May 1, 1863.

SIR: On the 16th ultimo I reported with my command to you and received orders to proceed up the Nansemond and to report to Lieutenant Lamson. At 5 o'clock we got underway, and following the *Primrose*, which vessel was supplied with a pilot, at about half past 7 p. m. we reached a point about 1 mile below a formidable battery, then held by the enemy; there we were ordered to anchor by Lieutenant Cushing, of the *Commodore Barney*.

As my vessel at that time was drawing nearly 8 feet of water, Lieutenant Cushing thought that it was not advisable for me to attempt to pass the battery, and he therefore endorsed my orders as having reported to him, as senior officer.

The next day, or the day following, the steamer *Cœur de Lion*, of the Potomac Flotilla, being of light draft, was sent up and was badly hit by the enemy, although not disabled. The *Teaser*, also of the Potomac Flotilla, attempted to cross at the same time, but her propeller caught in a rope and it became necessary to tow her back.

On the following Sunday morning the enemy opened a carefully masked battery upon the vessels that lay nearest to the main battery, which were, in the order in [which] they lay, the *Commodore Barney*, *Yankee*, and *Primrose*; their fire was very accurate and their rifled shells burst, something rather uncommon, and the fuzes were of exactly the right length. Fortunately, none of the vessels were seriously injured. In a few moments after the battery opened a charge was made by a body of infantry down to the river bank, driving in the pickets that we had stationed there to give the alarm of an attack, and immediately on their reaching the thicket on the edge of the wood, they opened a sharp musket fire upon us.

By order of Lieutenant Cushing we were immediately underway, and stood down the river a few hundred yards, where we were out of range of the sharpshooters, and where, from our anchorage, we could deliver a raking and effective fire into the enemy's infantry. They soon retreated back over the Western Branch Creek, so called.

During the day we continued firing, shelling the woods.

* * * * *

We have constantly picketed that part of the left bank of the river, opposite to which we have anchored, and the enemy has not yet disturbed us.

Our scouts have occasionally penetrated about a mile inland to a bridge over the Western Branch Creek, which is now destroyed, however, but over which we keep a watch so that the enemy shall not rebuild it, which work would make our position insecure, for the enemy might then bring down field artillery with which to annoy us for a few moments until we could bring our guns to bear on him.

* * * * *

Ten days ago the enemy left the village of Chuckatuck, his left, which movement I do not think would have taken place had reinforcements been expected on his right.

* * * * *

As to the capabilities of the *Yankee* in such waters, I will state that when she can be turned and fought broadside on she is very well, but for narrow river service she is awkward to handle, and when coaled sufficiently to give her stability to fight both heavy guns (an VIII [-inch] and a 50-pounder Dahlgren rifle) on one side her draft of water is almost 8 feet, which totally unfits her (together with her length, say 165 feet) for the upper Nansemond, and she is not readily managed in that river, even at a point below that; at Sleepy Hole or below, or in the roads, with a good pilot, she may do good service.

Very respectfully, your obedient servant,

THOMAS POYNTON IVES,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Cushing, U. S. Navy, regarding the movements of the army.

U. S. S. COMMODORE BARNEY,
Western Branch Nansemond River, May 3, 1863—1:55 p. m.

SIR: This morning the army moved in three directions. Five thousand under General Getty moved down the left bank from Suffolk. Three companies landed at Hill's Point under Colonel Dutton, but in trying to advance were driven back without loss. Colonel Dutton came on board, and I sent ashore with him one 12-pounder boat howitzer, with fifteen men and one officer. They are now advancing. A third party was landed at Sleepy Hole, and have just reached this point, having captured fourteen men and one officer. Heavy cannonading can be heard in the direction of the Providence Church road. I think that the movement will be a success.

I have sent the *Cœur de Lion* above the bar, and the *Barney* is below. I have aided Dutton by clearing the woods in his front.

Respectfully, your obedient servant,

WM. B. CUSHING,
Lieutenant and Senior Officer.

N. B.—If the *Zouave* comes up to-night I will send all the particulars.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Lieutenant Lamson, U. S. Navy, of the landing of an army force at Sleepy Hole wharf.

U. S. S. TEASER,

Off Western Branch Nansemond River, May 3, 1863—2 p. m.

SIR: After conferring with General Getty last evening I went down to Sleepy Hole wharf with the *Stepping Stones* and this vessel, and at 4:45 this morning had landed the Twenty-first Connecticut Volunteers, one section of artillery, and a squadron of cavalry on the left bank.

They marched toward Chuckatuck and Reed's Ferry, and have just appeared at this place. I came up in the *Teaser* to patrol the river and to communicate with Lieutenant Oushing. The force that landed at Sleepy Hole is under Major Crosby. They have taken one officer and fourteen men prisoners. General Getty was to cross at Suffolk with 5,000 men at 9 this morning. We can hear his artillery in the direction of the Providence Church road. If anything important occurs I will send down the *Teaser* this evening.

I am, very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant, U. S. Navy, Comdg. Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Brown and Acting Ensign Sheridan, U. S. Navy, to proceed to the mouth of the Rappahannock River.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., May 4, 1863.

SIR: By telegraphic order of the department of this date you are hereby relieved from further duty on the Nansemond River and will proceed with the U. S. S. *Cœur de Lion* to Aquia Creek to cruise off the mouth of the Rappahannock. You will probably receive fuller instructions at Aquia Creek.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master C. H. BROWN, U. S. Navy,

Commanding U. S. S. Cœur de Lion.

Acting Ensign PHILIP SHERIDAN, U. S. Navy,

Commanding U. S. S. Teaser.

Report of Lieutenant Cushing, U. S. Navy, regarding the cowardly conduct of a cooperating land force.

U. S. S. COMMODORE BARNEY,

Western Branch Nansemond River, May 4, 1863—9 a. m.

SIR: An order was passed last night for all the troops under Colonel Dutton to retire from the left bank and take up their old position on the right. It seems that General Getty did not advance from Suffolk till 1 p. m. yesterday, and is supposed to have returned about 8 p. m. I am going to his quarters to learn the facts of the case and will at once write to you.

The Fourth Rhode Island, under Colonel Dutton, behaved in a cowardly and shameful manner. This regiment started from Hill's Point in the morning, and at the first fire of the enemy broke ranks and ran like sheep; not a man injured. Then I lent them a howitzer with fifteen sailors, and another advance was made. Our sailors led the way and drove the enemy, but their infantry supports are reported as having deserted them whenever the rebels opened fire. At last two fieldpieces were encountered, supported by some Texan troops, and the Fourth Rhode Island retreated in great haste and disorder, the howitzer covering the rear. The sailors are reported by Colonel Dutton as the only troops who fought well. Acting Master's Mate Fader says that when the rebel artillery opened, the officer commanding the howitzer supports ran so fast that he let fall his sword, looking over his shoulder at it, but not daring to stop to pick it up. Mr. Fader, thus deserted, drove the enemy back, picked up the sword, and secured the retreat of his gun. When he reached the fort, the officer asked him for the sword, which was returned with the remark that "officers should not use their legs at the expense of their honor."

I am only sorry that Mr. Fader did not tell him that he could find the sword at General Getty's headquarters. Colonel Dutton does not hesitate to say that the soldiers acted like cowards. Hereafter, I shall only aid them by water. I should not feel justified in risking men or guns ashore in company with such troops.

In my opinion, our reconnoitering force was driven back by one much inferior, having, however, the advantage of ground, and I believe the enemy to have retired about the time that our force was withdrawn.

The gunboats were off Western Branch all day, ready to engage the enemy, but we had no fight. I learned from prisoners that the battery of heavy rifled guns lately planted at Le Compte's house is commanded by Otey Bradford, son of Paymaster Bradford, U. S. Navy, and a classmate of mine at Annapolis. You see, sir, that General Getty was right in supposing the officer to be one of the Old Navy. Colonel Dutton has just come on board. He says that General Getty encountered a force of the enemy who, although much smaller than his own, were so posted that he could only get at them by losing a great many men. He had orders not to bring on a general engagement, but skirmished till dark, and then fell back by order of General Peck. His loss was about 75 killed, wounded, and missing.

Very respectfully,

WM. B. CUSHING.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, of the withdrawal of troops from Hill's Point.

U. S. S. STEPPING STONES,
Nansemond River, off Western Branch, May 4, 1863—8 a. m.

SIR: I brought this vessel up last evening to protect the right flank of Major Crosby's command, which remained on the left bank under cover of our guns. Last evening I received a dispatch from General Getty, saying the troops must withdraw from Hill's Point, and this morning Major Crosby has received an order to withdraw.

General Getty says the enemy are retreating on the Somerton and Edenton roads. I have no information yet of his movements yesterday.

I shall communicate with him to-day. The *Oœur de Lion* came down last night when Colonel Dutton withdrew from Hill's Point. The colonel says his men behaved very badly. One regiment, Fourth Rhode Island, ran at the first fire, without a man hurt.

Your dispatch of this morning is received.

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

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Letter of commendation from the Secretary of the Navy to Lieutenant Cushing, U. S. Navy

NAVY DEPARTMENT, *May 1, 1863.*

SIR: Your gallantry and meritorious services during the recent demonstration of the enemy upon the Nansemond and in cooperating with the army are entitled to the especial notice and commendation of the Department. Your conduct on this occasion adds additional luster to the character you had already established for valor in the face of the enemy.

The energy and ability displayed by yourself and the officers and men under your command in the defense of the lower Nansemond are most creditable and are appreciated by the Department.

The Department desires to express to you more especially its admiration of your gallantry and enterprise in conducting an important armed reconnoissance with a party from the gunboats some miles into the enemy's country to the village of Chuckatuck and putting to flight a body of rebel cavalry and safely returning to your vessel.

Accept my congratulations for yourself and the officers and men that were under your command.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant Wm. B. CUSHING, U. S. Navy,

Commanding U. S. S. Commodore Barncy, Old Point Comfort.

Letter of commendation from the Secretary of the Navy to Lieutenant Lamson, U. S. Navy.

NAVY DEPARTMENT, *May 1, 1863.*

SIR: Your recent important and meritorious services on the upper Nansemond deserve the especial commendation of the Department. The ability displayed in the discharge of the important and responsible duties which devolved on the naval forces during the late demonstration of the enemy reflect great credit upon yourself and the officers and men under your command. Their zeal and courage in the hazardous positions in which they were placed have not failed to receive the approbation of both the naval and military authorities. General Getty, with whom you were cooperating, has expressed his obligations to you and your command for gallantry and energy displayed, especially in the capture of a rebel battery on the Nansemond and for valuable assistance rendered to him during his operations in repelling the enemy; and your immediate commanding officer, Acting Rear-Admiral Lee, has reported in terms of admiration of your discretion and valor.

The Department congratulates you on your success, and is proud to see in the younger members of the corps such evidence of energy and gallantry, and execution and ability scarcely surpassed by those of more age and experience.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant R. H. LAMSON, U. S. Navy,
Old Point Comfort, Va.

Report of Lieutenant Lamson, U. S. Navy, regarding the rumored retreat of the enemy.

U. S. S. STEPPING STONES,
Off the Wood Yard, Nansemond River, May 5, 1863—8 a. m.

SIR: Last evening I took on board Major Crosby's command below the Western Branch and recrossed them to this point with their artillery and horses.

Yesterday General Peck sent out forces to reconnoiter on the Somerton and Edenton roads, and I understood they went 11 miles without finding an enemy. Two deserters from Reilly's battery also report that Longstreet is falling back from the Nansemond and from before Suffolk. Their fight with General Getty was to cover their retreat and when he was ordered to fall back, the rebels retreated also. Will communicate again this evening if anything occurs.

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

R. H. LAMSON,
Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, relieving him from duty in the Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., May 5, 1863.

SIR: The enemy having retired from before Suffolk, you are hereby relieved from further duty in the Nansemond, and will proceed here with the *Alert* and report to me for duty, leaving the *Stepping Stones* to resume her duties as guard vessel in the Nansemond.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant R. H. LAMSON, U. S. Navy,
Nansemond River.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the retirement of the enemy from before Suffolk.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 5, 1863.

SIR: I am informed by Lieutenant Cushing, who came out early this morning from the Nansemond, that the enemy have altogether retired from the front of Suffolk.

Operations here having therefore ceased, I have withdrawn the vessels, except the *Stepping Stones*, which will resume her usual duty in the Nansemond.

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

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, expressing approval of his course.

NAVY DEPARTMENT, *May 5, 1863.*

SIR: I have received your Nos. 473 and 477, covering, respectively, copies of correspondence between yourself and Major-General Dix relative to the use of the naval force to defend the military line of the Nansemond, and in reference to furnishing with naval supplies steamers which have been armed by order of Major-General Dix for service in his military department.

The course you have pursued and the views expressed in your communications meet with the Department's approval generally. The Department is willing and desirous that the naval should extend to the military branch of the service all the cooperation and assistance that it consistently can, but as regards the arming of steamers and providing them with articles of outfit within the reach of the Quartermaster's Department, it does not feel called upon to do this, and the War Department has expressly requested that it should not be done, especially as regards ordnance.

The Department is proud of the gallant men of the Navy who have so bravely performed their whole duty in the Nansemond, and regrets that in protecting the army loss of life should have occurred, and that some of the light-draft and light-armed vessels were damaged.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Major-General Peck, U. S. Army, commanding at Suffolk, Va., headquarters United States forces.

SUFFOLK, VA., *May 5, 1863.*

COLONEL: * * * On the 14th Lieutenant Cushing, U. S. Navy, was hotly engaged for several hours with a large force at the mouth of the Western Branch. His loss was severe, but the enemy suffered much and had some artillery dismounted. The enemy opened a 10-gun battery near the Norfleet house for the purpose of destroying the gun-boats and of covering a crossing. Lieutenant Lamson, with the *Mount Washington*, *West End*, and *Stepping Stones*, engaged the battery for some hours in the most gallant manner, but was compelled to drop down to the Western Branch. The *Mount Washington*, completely riddled and disabled, grounded, as did the *West End*, and both were towed off by the *Stepping Stones*. The rudder of the *Alert* was broken.

Several batteries on the river were opened with fine effect and others were pushed with all dispatch toward completion. More or less skirmishing and artillery fire on all portions of the lines. In the night the *Smith Briggs*, lying near my headquarters, was attacked, but Captain Lee and the guns of the drawbridge repulsed the enemy.

On the 15th the force between Suffolk and Western Branch was reported by the best authorities at 10,000, with a pontoon train under the immediate command of General French. About noon our batteries, under the direction of General Getty, below the mouth of Jericho Creek, were warmly engaged with the Norfleet battery. Four of the rebel 20-pounder rifles were dismantled and the battery was silenced. A party sent out on the Edenton road captured the camp equipage of one regiment. Fear of an ambuscade prevented taking of many prisoners.

* * * * *

General French's engineer was taken prisoner by Lieutenant Cushing's pickets. He was laying out works and had a map of Suffolk, which he tore to pieces.

On the 18th the enemy was very active in throwing up new batteries and rifle pits along the river. A heavy one was in progress near the mouth of Western Branch on Hill's Point. Admiral Lee, U. S. Navy, ordered all the boats out of the upper Nansemond, lest they should be destroyed, leaving the whole defense of the river to the land forces. The admiral was urged to reconsider his orders. Upon my representation the order was temporarily suspended.

On the 19th, about dusk, General Getty and Lieutenant Lamson executed most successfully a plan which had been agreed upon for crossing the river and capturing Battery Huger at the mouth of the Western Branch. The Eighty-ninth New York and Eighth Connecticut were taken over on the *Stepping Stones*. Five pieces of artillery, 9 officers, and 120 soldiers were captured. It was well conceived and ably conducted, and reflects great honor on the combined arms. Lieutenant Lamson suggested the enterprise, landed with four of his howitzers, and played a brilliant part. Captain Stevens was conspicuous for his gallant conduct in this affair and deserves mention; also Lieutenants McKechnie and Faxon, aids of General Getty.

May 3.—* * * In conjunction with the above, Major Crosby crossed the Nansemond near Sleepy Hole, with the Twenty-first Connecticut, a section of the Fourth Wisconsin Battery, and eleven mounted rifles. At 4 a. m. pushed on and occupied Chuckatuck, driving out 300 rebel cavalry. He skirmished all the way to Reed's Ferry, capturing 16 prisoners, and then returned to the river under cover of the gunboats. At the same time Colonel Dutton crossed in boats and occupied Hill's Point with the Fourth Rhode Island, a portion of One hundred and seventeenth New York, and a detachment from the *Commodore Barney*. He advanced some distance, but was met by a superior force posted strongly in the woods, and after much skirmishing returned upon Hill's Point, from which the enemy could not dislodge him.

I again take pleasure in acknowledging the valuable services of Lieutenants Cushing, Lamson, and Harris, U. S. Navy. These officers rendered every assistance in their power in crossing the river. Lieutenant Cushing sent a boat howitzer and detachment with the Fourth Rhode Island, under Colonel Dutton.

I regret to state that Colonel Ringold, of the One hundred and third New York, lost his life from two wounds while leading on his men in the most gallant manner. He was a meritorious officer.

May 4.—About 9 p. m. on the 3d the enemy commenced retiring upon the Blackwater. His strong line of pickets prevented deserters and contrabands from getting through with the information until he had several hours the start.

* * * * *

Thus ends the present investment or siege of Suffolk, which had for its objects the recovery of the whole country south of the James, extending to the Albemarle Sound in North Carolina, the ports of Norfolk and Portsmouth, 80 miles of new railroad iron, the equipments of two roads, and the capture of all the United States forces and property, with some thousands of contrabands.

* * * * *

The cooperation of the gunboats, under Lieutenants Cushing, Lamson, and Harris, U. S. Navy, sent by Admiral Lee, has been very effective and I take great pleasure in acknowledging the gallant services of their officers and crews.

* * * * *

Very respectfully, your obedient servant,

JOHN J. PECK,
Major-General.

Colonel D. T. VAN BUREN,
Assistant Adjutant-General, Department of Virginia.

Report of Brigadier-General Getty, U. S. Army, commanding Third Division, Ninth Army Corps.

HDQRS. THIRD DIVISION, NINTH ARMY CORPS,
Suffolk, Va., May 12, 1863.

SIR: * * * On the 14th instant the enemy had planted a battery in the earthworks on Hill's Point and in the engagement that ensued between them and our naval forces in the river almost entirely destroyed the gunboat *Mount Washington*. After this action five gunboats returned to the upper Nansemond, above Hill's Point, and it became evident that their safety required that this battery should be silenced, for the channel of the river runs within 50 yards of Hill's Point and the action of the 14th showed conclusively that it would be almost certain destruction for any boat to attempt to run past. It was therefore with a view to deliver our gunboats from a dangerous position, as well as to annoy the enemy and to gain possession of an important point for future operations, that an expedition to cut out the battery was undertaken. The plan of operation, as arranged with Lieutenant Lamson, U. S. Navy, commanding flotilla, was as follows: Five hundred men were to embark on the gunboat *Stepping Stones* at Dr. Council's landing, proceed down the river, land on Hill's Point just above the battery and charge the works with the bayonet. Lieutenant Lamson volunteered to land four boat howitzers to cooperate in this movement, and at his request was furnished with forty men to man the drag ropes.

At 5:30 p. m. on April 19, detachments of 130 men from the Eighth Connecticut and 140 men from the Eighty-ninth New York embarked on the *Stepping Stones* at Dr. Council's landing. A canvas screen, which effectually concealed the men, was drawn up all around the deck, and the boat pushed off and steamed rapidly down the stream. As she approached the battery not a shot was fired or a sound heard to

indicate the presence of the enemy. He was waiting, with all his guns double shotted with canister, until the vessel should come abreast and within 50 yards of his battery. At 300 yards above the battery Lieutenant Lamson headed his boat inshore, but striking on a spile she glanced off, and, borne on the ebb tide, was on the eve of shooting in front of the battery, when Lieutenant Lamson, with admirable presence of mind, reversed the paddle wheels and backed her aground. The men jumped off from both ends of the boat up to their waists in mud and water, scrambled hastily ashore, and with a cheer dashed for the battery. In an instant Lieutenant Lamson had landed his howitzers and followed. The enemy, apprised of our approach by the cheers, opened a hot fire of musketry, and was enabled even to reverse and fire one of his guns; but seeing himself cut off, and receiving one or two discharges of canister from Lamson's howitzers, he surrendered. The capture of 5 guns, 7 officers, and 130 men, the liberation of the five gunboats above, and the occupation of a point of vital importance to the enemy and an admirable point of operations for us were the results of one of the most brilliant achievements of the war. Our loss was 4 killed and 10 wounded.

* * * * *

On the 27th instant a new battery of the enemy was discovered some distance west of Norfleet's house, and on the morning of the 28th it opened fire on the *Swan* and *Commerce*, two unarmed steamers which passed down the river from Suffolk.

On April 30 the enemy opened fire from a battery of three heavy guns at Le Compte's house, on the Western Branch. After a short engagement with the gunboats and the two 20-pounder Parrotts, under Captain Morris, in Fort Stevens, the battery was silenced.

* * * * *

I can not close this report without acknowledging the important services rendered by the naval forces cooperating in the river, a tribute which they have richly merited. Lieutenants Cushing and Lamson and the officers and men of their commands have shown that in their country's service they know no fear, and that the old breed of naval heroes is not extinct; but to Lieutenant Lamson in particular, whose gallantry exhibited in his engagements at Norfleet's and Hill's Point has been fully equaled by the willingness and desire he has shown on all occasions to cooperate with the land forces and to do everything for the good of the service, my thanks are due.

* * * * *

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

GEO. W. GETTY,
Brigadier-General, Commanding Division.

Major B. B. FOSTER,
Assistant Adjutant-General, Suffolk, Va.

Report of Lieutenant Lamson, U. S. Navy, of a reconnoissance around the enemy's lines.

U. S. S. STEPPING STONES,
Nansemond River, Virginia, May 7, 1863.

SIR: I have the honor to acknowledge the receipt of your order relieving me from further duty in this river, the rebels having retreated from before Suffolk. On Sunday evening [May 3] General Peck directed General Getty to fall back to Suffolk, and the enemy immediately com-

menced retreating, and by Monday morning were all gone except a few stragglers. They succeeded in getting away all their artillery, baggage, and munitions without loss.

I have been entirely around their lines in company with General Getty, and was astonished at their strength and extent. They consist of rifle pits, redans, and batteries, extending, except where their front was protected by swamps, around from the Edenton road on their right to the Nansemond River on their left.

The rebel works are much stronger and more neatly finished than our own works of the same class, the parapets of their rifle pits being from 6 to 8 feet thick, and all their lines revetted with sods or logs in the most substantial manner, and surrounded by a most formidable abatis of pine trees. On all the roads leading out of Suffolk they had several lines of entrenchments. The batteries near the Western Branch were half sunken works, and from their position and construction as formidable as earthworks can be made. The battery near Le Compte's was completely knocked to pieces by our shells, and from a citizen who lived near, learned that the rebel loss in it was very great. It mounted two 30-pounder rifles and one 5.3-inch rifled gun.

The *Stepping Stones* resumed the guard of the river in obedience to your order, and the other vessels have gone below.

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

R. H. LAMSON,

Lieutenant, U. S. Navy, Commanding Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Telegram.]

APRIL 15, 1863.

Withdraw the batteries and go into camp, and do not attack the gunboats unless they move up; in that case attack them. I wish you to remain here to-night with the batteries. I go up to assist Major Henry. Keep a watch and let no boats pass down.

S. G. FRENCH,

Major-General.

Major [L. M.] SHUMAKER,
Chief of Artillery.

Letter from Lieutenant-General Longstreet, C. S. Army, to Major-General French, C. S. Army, regarding general matters.

HEADQUARTERS, *April 17, 1863—9 p. m.*

GENERAL: Your note of 7th is received. I regret to learn that Lieutenant Rogers is probably captured. I hope that we are more troublesome to the gunboats than they are to us. I think that you had better send the whole of Colonel Connally's regiment down early in the morning. The long guns from Fort Powhatan will probably be ready the day after to-morrow. I have two cavalry companies below the Western Branch, which ought to keep off the Yankee pickets. Colonel Brown is at Smithfield, [Va.]. I will order him down to the Nansemond.

Yours, respectfully,

JAMES LONGSTREET,

Lieutenant-General, Commanding.

Major-General S. G. FRENCH,

Commanding, etc.

Letter from Major-General French, C. S. Army, to Major Shumaker, C. S. Army.

APRIL 19, 1863.

I will have the matter of forage attended to. I hope you may succeed in sinking those infernal gunboats, that have shown no consideration for women or children. If you cripple one and can use the field batteries against her, do so. I felt too ill from the medicine I took to come down this morning. Keep me advised.

Yours, truly,

S. G. FRENCH,
Major-General, Commanding.

Major [L. M.] SHUMAKER.

Letter from Major Shumaker, C. S. Army, to Captain Stribling, C. S. Army, making enquiry regarding the result of the enemy's fire.

MOORE'S HOUSE, *April 19, 1863.*

CAPTAIN: Let me know the result of the enemy's fire to-day. We have information that the boat you disabled day before yesterday has been towed down the [Nansemond] river, sunk about to her gunwales. Citizens from the other side of the river saw her. She will not trouble you again soon. I go up to headquarters to-night, and wish to take a report to the general.

L. M. SHUMAKER,
Major, and Chief of Artillery.

[Captain R. M. STRIBLING.]

Letter from Captain Stribling, C. S. Army, to Major Shumaker, C. S. Army, responding to enquiry regarding the enemy's fire.

BATTERY AT HILL'S POINT, VA., *April 19, 1863.*

MAJOR: The enemy has shelled us steadily for about three hours from gunboats lying up the [Nansemond] river. There are four of them, and from their movements I think they are preparing to run down, at least one of them. The lower boats have been otherwise occupied. There are no casualties, and we will be prepared to give them a warm reception should any attempt to run down. Our embrasures are now widened, so that we will be able to give the boats three shots from each gun as they run by.

With respect,

R. M. STRIBLING,
Captain, Commanding Battery.

[Major L. M. SHUMAKER.]

[Endorsement.]

This note written just before the work was attacked by the party that landed and carried the work.

S. G. FRENCH,
Major-General.

Letter from Lieutenant-General Longstreet, C. S. Army, to Major-General French, C. S. Army, requesting to know the result of caunonading.

HEADQUARTERS, *April 19, 1863.*

GENERAL: Your note and enclosure are received. Please let me know the result of the furious cannonade now going on as soon as you

learn. Have you the regiment of infantry so placed as to support the batteries in time should the enemy attempt to land an infantry force against them? I have ordered more ammunition for the large guns.

Most respectfully,

JAMES LONGSTREET,
Lieutenant-General, Commanding.

Major-General S. G. FRENCH,
Commanding, etc.

Please order the gunners of Captain [D. L.] Smoot's [Alexandria Light Artillery, Virginia] to fire with great deliberation and care.

Report of Major Sorrel, C. S. Army, regarding the capture by the Federals of the Western Branch (Hill's Point) battery.

HEADQUARTERS,
Near Suffolk, April 21, 1863.

General Longstreet is closely engaged to-night, and has asked me to write you briefly the particulars of the affair of Sunday night which resulted in the capture by the enemy of Stribling's battery. Several batteries had been planted on the Nansemond to hold the river against the passage of gunboats and transports. Stribling's occupied an old unenclosed work on Hill's Point, a tongue of land a little above the confluence of Western Branch and Nansemond. About dark on the evening of the 19th the enemy opened a severe fire from his field batteries, planted opposite, and his gunboats above and below the fort, entirely sweeping, with a cross fire, the plain in the rear of the work. Under cover of this fire and the darkness he landed a force not more than 150 strong a very little distance from the fort, rushed upon its rear, surprised and captured its garrison. The artillery on the river was directly under the command of Major-General French. There were 5 guns, 55 artillerists, and 70 infantry (sharpshooters) in the fort, which all fell into the hands of the enemy. The affair is regarded as a most remarkable and discreditable instance of an entire absence of vigilance. A regiment (Fifty-ninth North Carolina, and 700 strong), which General Longstreet had particularly ordered to that vicinity for the protection of the battery, was not posted in supporting distance. No official report of the affair has yet been received from General French. The captured guns were carried across the river. It is some little consolation that only the guns and ammunition chests were lost. The horses and ammunition carriages, being considerably in rear of the battery, were saved. We are otherwise quite comfortable here. The quartermasters and commissaries are actively engaged in getting out supplies.

I am, general, very respectfully, your obedient servant,
G. M. SORREL,
Assistant Adjutant-General.

Major-General D. H. HILL,
Goldsboro, [N. C.]

Report of Major Boggs, C. S. Artillery, of the capture of Battery Huger (Hill's Point battery), April 19.

PROVIDENCE CHURCH, VA., *April 21, 1863.*

MAJOR: In response to your call for a detailed report of the occurrences on the 19th, I regret to say I have but an imperfect recollection

of more than general affairs. Captain Smoot went into battery on the night of the 18th. On the 19th I went to the point below him, in view of the gunboat, to watch the effect of his shot if he should open. The instructions I gave him, as received from you, were to wait until a boat attempted to pass Stribling's position; or, if no attempt was made to pass, to wait for the boat to take a nearer position, as on the day before. I was not a little surprised to hear Smoot's guns open, as the boat, I thought, had not gone up far enough. The shots, however, were good. One, I am confident, struck on the starboard side in front, just under the hurricane deck. During the night succeeding you ordered Smoot, in my presence, to come out cautiously, removing his guns first by hand, which he did, and last night succeeded in getting out his caissons. The orders given by me and from you to Stribling were to fire at nothing but a gunboat on attempting to pass or within short range, which order was strictly obeyed.

On the 18th, about 8 o'clock, three boats from below came up in line of battle and opened a terrific fire on Stribling's position, the rear boats continuing the fire while the first boat passed. Lieutenant Marshall informed me in the evening that two shots were fired at the leading boat, one taking a damaging effect. Seven shots were fired at the second boat, five taking effect and the sixth striking down the flagstaff. Several citizens of my acquaintance informed me that she was towed below in a sinking condition. I witnessed this fight also, and heard the crash of timber from the shots on the second boat.

On the evening of the 19th, about sunset, I was standing with you and Mr. Waterbury in Mrs. Moore's yard when we heard heavy firing and cheering, which, on investigation, we found to be the shout of the enemy in the capture of Stribling's battery. I immediately communicated your order to Colonel Connally to carry down his regiment, which order was executed. Coit's section was also carried in. The shelling was terrific, and I do not believe a dog could have made the trip from Reddick's quarters to the fort. In the morning of this day, while I was watching the effect of Smoot's battery, I observed three boats above the fort, one a large side-wheel vessel, this one, at least, loaded with troops. This information I communicated to you, and expressed my fears to several officers (I think to you) that there would be an effort to land troops. Captain [James A.] Shingleur was there and saw the vessels and troops. Just after the report reached us of the capture of Stribling's battery you remarked that you had sent to General Law, but that he informed you he had not the troops to spare. I think you remarked you had also sent to General Hood. Without delay, as I thought, Generals Hood and Law, and shortly after General French, were at the crossroads and dispositions of infantry made. Bradford's battery was occupying the works above Henry's and was ordered out by you through me, and I had succeeded in getting out all the pieces but one. General Hood ordered it back again, where it remained until last night, when everything was brought out in safety. The orders given to and obeyed by Captain Bradford were to fire at nothing but boats in passing or the enemy at short range. One wheel in this battery was shattered and the muzzle molding of one gun struck by the shot of the enemy. This battery, as well as the Hill's Point battery, was commanded, the former by three, the other by two, land batteries over the river, and both by large bodies of sharpshooters.

F. J. BOGGS,
Major, Commanding.

Major L. M. SHUMAKER,
Chief of Artillery.

Report of Major-General French, C. S. Army, commanding the Department of Southern Virginia.

HDQRS. DEPARTMENT OF SOUTHERN VIRGINIA,
Near Suffolk, Va., April 22, 1863.

SIR: I respectfully submit to the lieutenant-general commanding the following report respecting the loss of the guns of Stribling's battery:

On the morning of the 15th instant I started from my camp on the South Quay road, at the request of Lieutenant-General Longstreet, to endeavor to destroy the gunboats of the enemy in the Nansemond River. Stribling's, Bradford's, and [J. C.] Coit's batteries were taken down. Only one gunboat could be seen, and she was lying behind the point of land below the mouth of the Western Branch of the Nansemond. The batteries were put in position in the hope she would move up, but a storm coming on and the near approach of night induced me to withdraw the guns. The engineer informed me that he and other officers had selected two sites for batteries—the one near the left of General Hood's line of battle, in which there was in a work constructed a battery of field artillery and an infantry force for protection; the other was the work built for the defense of the river when we held Suffolk, and that in it was an infantry force, but no artillery. I directed Major L. M. Shumaker, my chief of artillery, on the night of the 16th to take from some houses on a farm near by materials to construct platforms and before morning to put the guns of Stribling's battery in the work. This he accomplished.

The next morning three gunboats attempted to pass up. One succeeded, but was severely damaged, when the other two turned back. I had selected the site for pits for two 32-pounders, and on the night of the 18th they were completed and the guns placed in position. For the protection of these guns in the pits I asked that three companies of infantry be sent, designing to use them, however, to guard also the road where all the camps were, but the lieutenant-general ordered down the Fifty-fifth North Carolina Regiment, Colonel Connally commanding.

On Sunday, the 19th, the situation of affairs was thus: Bradford's battery was in the new work with instructions from my chief of artillery, while the work was defended by troops from Hood's division, and by his officers they were posted, relieved, and got their orders. In the Hill's Point battery were Stribling's battery, with my instructions; the work defended by two companies of infantry, under instructions from the officers placing them there. The 32-pounders were in position and a company of the Fifty-fifth North Carolina near by, while the other companies were a supporting force to either of these last two batteries. All the batteries were to receive further support from General Hood's command if required, and all my officers were so informed, and couriers were left there to communicate such intelligence to General Law, who was on the extreme left, if his aid should be required. The river as low down as the mouth of the Western Branch was guarded by the troops of General Hood, and reported, of course, to their commanders. I was ill on Sunday and could not ride down the river, but sent Colonel G. A. Cunningham. There were four gunboats above the work on Hill's Point and three below, and five or six land batteries and sharpshooters on the opposite side of the river.

About 10 a. m. the four gunboats above and the land batteries opened a sharp fire on the Hill's Point work, and two gunboats from below moved up to aid them, when the 32-pounders opened fire on them, and after a spirited engagement one was slightly injured and both were

driven back. The fire on the work, however, continued until near 4 p. m., when it ceased. Major Shumaker then communicated with Captain Stribling, and although it was reported that the gunboats had troops on board, his note does not intimate that he apprehended an attack by a force of the enemy landing for that purpose.

About 4 p. m. Colonel Cunningham instructed Colonel Connally to support the batteries, and this was, as he states, about an hour and a half before the guns were lost. In that time he might have been near the work, so far as distance is concerned, but I have my doubts if any regiments could have passed the wide plain and rendered any real support under the fire that was or could have been brought to bear on their approach. The manner of attack appears to have been to have sent one gunboat down as though she was going to pass the work to engage the attention of the men in the fort, while from the other boats a force of about 500 men was landed. It appears to me that if the garrison was surprised, they were negligent; if not surprised, they did not offer a sufficient resistance.

* * * * *

Very respectfully, your obedient servant,

S. G. FRENCH,
Major-General, Commanding.

Major G. MOXLEY SORREL,
Assistant-Adjutant General.

Letter from Lieutenant-General Longstreet, C. S. Army, to Major-General French, C. S. Army, regarding the probable force at Chuckatuck.

HEADQUARTERS, *May 3, 1863.*

GENERAL: Your note is received. The force at Ohuckatuck can not be more than a few hundred men from vessels. It is impossible that more could be put over in transports as yet. Possibly the enemy may put cavalry over to annoy us to-night. If the left is seriously threatened, move in that direction, but not until it is certain that General Hood is severely pressed. I think his force fully able to sustain itself. Advise General Pickett if the matter becomes serious, and he will move two brigades to where you are.

Most respectfully,

JAMES LONGSTREET,
Lieutenant-General, Commanding.

Major-General FRENCH,
Commanding, etc.

I shall not start back until things become more settled.

Report of Acting Ensign Bennett, U. S. Navy, commanding U. S. S. Violet, regarding the chase of a steamer by that vessel.

U. S. S. VIOLET,
Off Wilmington, N. C., Sunday, April 12, 1863—4 a. m.

SIR: In obedience to your orders I anchored last night about 8 o'clock in 4 fathoms, about 1½ miles from the beach; ordered fires to be banked; also to keep up 25 pounds of steam.

At 1 a. m. a steamer (of about 1,800 tons) came along the shore, square-rigged forward, with two smokestacks, and approached so closely that I was under apprehension that she intended to run over us (now within musket shot). Slipped the cable, which was buoyed and ready, upon which she suddenly put round from west (the course she was heading) four points and stood with full speed offshore. The port bow gun was opened upon her, and doubtless the shell exploded, as a crash was distinctly heard on board. Having signaled her presence, we gave chase, keeping up a continuous fire upon her. The starboard bow and stern guns became useless by breaking off the fighting bolts and tearing the chocks from their fastening, leaving only that on the port bow to operate with; this gun shot with good effect.

Owing to the feeding of the fires with fresh coal the steam fell to about 15 pounds, when she gained on us fast, previous to which we were overhauling her. We continued, however, in pursuit, firing after her, when on finding her out of range, most reluctantly put back.

Acting Master W. Moslander deserves great credit for the good judgment he displayed in selecting so excellent and commanding a position to anchor in.

My officers and crew were promptly at their stations and enjoyed the sport. The chase was somewhat exciting, lasting about three-quarters of an hour, all deeply deploring her escape.

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

JOHN W. BENNETT,
Acting Ensign, Commanding.

Captain BENJAMIN F. SANDS, U. S. Navy,
Comdg. U. S. S. Dacotah, North Atlantic Blockading Squadron.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Bennett, U. S. Navy, commanding U. S. S. Violet, regarding the blockade, in view of the escape of a steamer off Cape Fear River, April 12, 1863.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 18, 1863.

SIR: Your report of April 12, respecting the escape of a steamer out of Cape Fear River on that morning near midnight, has been forwarded to me by Captain Sands. This unfortunate circumstance would not have occurred if proper precautions had been taken. As a general rule you should not anchor at night, but keep underway, holding your position by turning the propeller and keeping your leads on the bottom to assure you that you are not going ahead or drifting; this requires the most watchful and intelligent attention. At anchor you are liable to be run down, you risk losing your anchor and cable by slipping it, and you are slow to start in chase. It may be sometimes necessary to drop a kedge for a little while, but in this case all should be ready to run it up quickly, and one of the vessels should supply you with extra hands for the night. Care should be taken to keep your fires up; they should not be now high and then low, but be kept bright and even. Great attention to feeding the fires is required and the engineers and firemen should be very vigilant and careful so that the

steam may escape gradually and not make a noise. But the steam must be ready. Inform yourself thoroughly regarding the private signals as arranged for communication among the blockaders, and do not repeat the mistake of burning the wrong signal. In chasing, if you have the best speed, you can keep under the stern of the chase and fire until she stops, when signal her surrender and wait for assistance, keeping meantime in such position that you can not be run over.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Ensign J. W. BENNETT, U. S. Navy,

Comdg. U. S. Tug Violet, off Cape Fear River, N. C.

Memorandum of instructions from Acting Rear-Admiral Lee, U. S. Navy, to commanding officers of United States vessels, in case of the approach of the enemy.

Confidential.]

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., April 13, 1863.

Have your cable with buoy ready to slip and steam always ready to move quick—in a minute. Keep a bright lookout, especially from 1 a. m. to daylight and during all thick weather. Keep battery cast loose and provided and guns solid shotted, watch armed, and all ready to prevent being boarded. When the enemy is seen by the tug it will return in haste, firing its guns and burning blue lights until answered by a gun from the flagship and a blue light from each vessel. The tug will report the number and kind of the enemy's vessels to flagship, and in coming back will show a white light on each bow to distinguish it. Our signal lights (a red and blue light, the red on top when the night begins with an odd day, and the blue on top on the alternate night) will be hoisted when the action begins by the vessel which first has an opportunity of firing at the enemy or by the flagship. At night or in thick weather each vessel will engage as soon as practicable without waiting for a signal. I prefer fighting in the open space off Newport News Point to being embarrassed in narrower waters.

The *Sangamon* [and *Lehigh*] will not permit a rebel ironclad to ram the *Minnesota* or to annoy her at long range.

Should an ironclad get close under our guns, the *Sangamon* [and *Lehigh*] will not ricochet shot from the rebel's roof into us, but will (taking care not to foul our hawse) prefer to attack him from forward or aft. The *Galena* will not let the *Sangamon* [or *Lehigh*] be rammed when there are other vessels here; they will fight in couples, taking care not to let the *Yorktown* slip by or go to sea. We will keep the enemy down by getting above him here.

Respectfully,

S. P. LEE,

Acting Rear-Admiral.

(Copy to Guest, Paulding, De Haven this afternoon, and to Gillis and Howell on the 21st, and to Nicholson, June 17.)

MINNESOTA, *April 21, 1863.*

The *Lehigh* and *Sangamon* will protect each other from being boarded or rammed. They will frequently get underway and move about in the harbor, exercising guns, etc., and practice handling these vessels.

S. P. LEE,

Acting Rear-Admiral.

P. S.—Added to Commanders Guest and Howell:

The additions in brackets were made in letter to commander of *Lehigh* (Sands).

[S. P. LEE.]

(Letters enjoining readiness for battle sent to the commanding officers of the *Juniata*, *Morse*, *Wyandotte*, and *Mystic*.)

[Tologram.]

NORFOLK, *April 13, 1863.*

Wise still threatens an attack on our forts just below Williamsburg, and a gunboat on James River off College Creek would be of immense service to us. If a gunboat is not placed, Wise can be supplied by water. If you have no other boat to spare, I would prefer to have that one at the mouth of the Nansemond sent up without delay, as an attack is anticipated.

E. D. KEYES,

Major-General.

Admiral S. P. LEE.

[Telegram.]

NORFOLK, [VA.], *April 13, 1863.*

Another request has come for a gunboat off Williamsburg. The tower of the asylum is visible from the river. Our line is a mile and a half below and the enemy's camp is above. I earnestly trust a gunboat may be sent up immediately if one has not gone.

E. D. KEYES,

Major-General.

Rear-Admiral LEE.

[Tologram.]

U. S. FLAGSHIP MINNESOTA, *April 13, 1863.*

Your two dispatches are received. I have no gunboats suitable to send off Williamsburg, and it would not be fit to send only one gunboat there if I had it.

S. P. LEE,

Acting Rear-Admiral.

Major-General KEYES,
Commanding Department.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, regarding the disposition of crews of prize vessels and of refugees.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 13, 1863.

SIR: Regarding the disposal of white and colored persons from the insurrectionary region taking refuge on board any of the vessels of this squadron, and of the masters and crews of prize vessels, you will hereafter be governed by the following rules (authorized by the Department in communications to me of April 4 and 9), which you will communicate to the commanding officers of the blockading vessels:

All white and free colored persons taking refuge on board any of the blockading vessels, if there is good and sufficient reason to suppose that they are bona fide refugees, can be landed at Beaufort, N. C.

Refugees known as "contrabands" not willing to enlist, can be turned over to the United States military authorities at Beaufort.

That part of the crew of any captured vessel that can not safely be sent north with the prize, and who are known or for good and sufficient reasons suspected to be citizens of the United States, will be sent north by the first safe opportunity, consigned to the care of the commandant of the navy yard to which the vessel conveying them may be bound, to be locked up; they must be accompanied by a letter to such commandant stating all the facts and the proof concerning the citizenship in each case. You will send a duplicate and triplicate of this letter to me.

Those against whom no such proof or suspicion is entertained, if they are not needed as witnesses in the adjudication, will be released from the blockading vessels as soon as practicable.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain O. S. BOGGS, U. S. Navy,

Comdg. U. S. S. Sacramento, off Cape Fear River, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival in Hampton Roads of a British and a French naval vessel.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 14, 1863.

SIR: The U. S. S. *Penobscot* arrived here from the Washington navy yard yesterday morning. I shall send her to the blockade as soon as the present pressure in this neighborhood is over.

On the p. m. of the 12th instant H. B. M. sloop *Rinaldo* came into the roads and went to sea again.

Yesterday afternoon a large French frigate came into the roads and anchored.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence advising the destruction of earthworks near Norfolk, in view of the probable occupation of that place by the enemy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 11, 1863.

SIR: I received a visit from Major-General Keyes last evening. He again urged the importance of having a gunboat stationed in the James River off College Creek to cover the land approaches to Williamsburg and to prevent the enemy from using the river to transport their troops or supplies.

If we could occupy that position with sufficient naval force to contend successfully with that which the enemy might send down the river it would be well to do so, or even to hold a higher position on the river.

When the *Lehigh* arrives, which I trust may be very soon, I propose to send her on this service with the *Saugamon* and *Galena*, and such other suitable force as I may be furnished with.

The *Juniata* was reported to me last night as ready for sea. I detain her while the present pressure lasts to assist in the defense of Norfolk and to cover the approaches from Suffolk. If Suffolk falls, Norfolk follows, and the elaborate earthworks in the vicinity will be occupied by the rebels.

I transmit enclosed copies of the correspondence of the 12th instant between General Keyes and myself on the propriety of leveling these works at once and of issuing proper notice to foreigners and non-combatants at Norfolk. The form of proclamation enclosed in his reply differs from that published in the papers.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosures.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 12, 1863.

SIR: If it is not too late, I would urge on you the importance of setting the contrabands at work to destroy and level the works of the enemy; first those on Crany Island and on the left bank of the Elizabeth River.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General KEYES,
Commanding Department of Virginia, Fort Monroe, Va.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 12, 1863.

SIR: I would urge the propriety of giving instant notice in the name of the military and naval authorities to the foreign consuls and non-combatants at Norfolk to leave the town, as, if the place is attacked by

the enemy, it will be defended. The Navy Department has required of me that this notice shall be given in case of necessity.

In order to secure the necessary dispatch I have communicated on this subject directly with Brigadier-General Viele.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General KEYES,

Commanding Department of Virginia, Fort Monroe, Va.

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Norfolk, April 12, 1863.

SIR: I have to acknowledge the receipt of your three dispatches of this date.

I have ordered a tug to be placed at your disposal, if one can be spared; also the organization of working parties. Enclosed is a notice issued by me to foreign consuls and others.

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

E. D. KEYES,

Major-General, Commanding Department of Virginia.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

[Subenclosure.--Nowapaper cutting.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Suffolk, April 12.

The proximity of the rebel forces to this city renders it necessary for the commanding general to notify all foreign consuls, women, and children, and all persons not in the employ of the United States who prefer safety to the conflict of war, to leave any town or village in this department which may be fired upon by the enemy forthwith.

Major-General KEYES.

[Telegram.]

YORKTOWN, April 14, 1863. (Received 6:15 p. m.)

General Dix is as anxious as myself to have a gunboat up James River opposite Williamsburg. I deem it absolutely necessary to save the line of Fort Magruder. If that is lost the whole peninsula will be open to the enemy down to Fortress Monroe, and sharpshooters can render this place untenable. It would be better to lose two gunboats than to lose the Fort Magruder line. Whatever boat you send should have long-range guns and should establish itself so as to fire by the line of the asylum tower.

E. D. KEYES,

Major-General.

Acting Rear-Admiral LEE,

Newport News.

Report of Lieutenant-Commander Gillis, U. S. Navy, of the capture of a boat containing three Confederate soldiers.

U. S. GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., April 14, 1863.

SIR: Since my return to this place on the 11th instant this vessel has been kept very busy watching the movements of the enemy in the vicinity of Williamsburg.

On the morning of the 12th instant, while lying off Queen's Creek, a boat was discovered making across from the Yorktown side of the river, about 1½ miles below where I was. I immediately started to cut it off and fired a shell at it, which had the desired effect of bringing it to, and on coming up with it I found the occupants, three in number, were of the Fifty-ninth Regiment Virginia Volunteers, one sergeant and two privates, who had been cut off during the raid on the Fifth Pennsylvania Cavalry camp on the 10th instant and were trying to get across the river. As soon as they found they could not get away they threw overboard six revolvers, one musket, and their haversacks containing plunder from the cavalry camp. On my return to this place I turned the prisoners over to Brigadier-General King, who has sent them to Fortress Monroe.

Last evening I attempted to get into Queen's Creek, but found that I could not do so. I succeeded, however, in getting close enough in to be within reach of the rebel camp with my 100-pounder Parrott, and was fortunate enough to throw every shell I fired (five in number) directly into it.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander and Senior Officer off Yorktown, Va.
Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the chase of a steamer.

U. S. S. MONTICELLO,
Off Little River Inlet, North Carolina, April 14, 1863.

SIR: I have to report that yesterday at 12:25 p. m., the weather being quite hazy, a large side-wheel steamer, one pipe and two masts, suddenly hove in sight. I immediately slipped and gave chase, which I continued until 7 p. m., when our engine gave out. Up to that time I held my own with the stranger, yet, to even do that, I was compelled to push the ship to her utmost capacity. Had our engine and boilers been in good order I am confident I could have captured her.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.
Captain CHAS. S. BOGGS,
Senior Officer off Wilmington, N. C.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the capture of the schooner Odd Fellow.

U. S. S. MONTICELLO,
Off Little River Inlet, North Carolina, April 15, 1863.

SIR: I have to inform you that this morning at 5:15 a. m. a sail was discovered to the southward and eastward. I boarded her at 6 a. m.,

and she proved to be the schooner *Odd Fellow*, without papers, colors, or nationality. The man who sails her says she is a Confederate schooner, but has no papers to show to that effect. She is from Lockwood's Folly, an inlet near Cape Fear River, and is loaded with 82 barrels of spirits turpentine and 8 barrels rosin, and is bound to Nassau, New Providence.

He says that he and the four men who are with him bought her to run the blockade. She left Lockwood's Folly this morning at 2 a. m. I immediately took possession of her, and send her to the port of New York for adjudication in charge of Acting Master's Mate William H. Bryant, with a prize crew of three men and the captain of the schooner. At the time of her capture no other vessel was in signal distance. Robert Robertson, her captain, is an old offender, having run the blockade in the schooner *Blanchard*; he was also captured in the steamer *Gordon* or *Nassau*.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

(Copies of this letter have been sent to Hon. Gideon Welles, Secretary of the Navy; Acting Rear-Admiral S. P. Lee, commanding North Atlantic Blockading Squadron; Henry H. Elliott, esq., U. S. prize commissioner, New York; Captain Charles S. Boggs, senior officer off Wilmington.)

Report of Lieutenant-Commander Braine, U. S. Navy, forwarding extracts of papers found on board the schooner Odd Fellow.

U. S. S. MONTICELLO,
Off Little River Inlet, North Carolina, April 15, 1863.

SIR: I enclose you some extracts from papers found in the possession of James T. Sayle, one of the crew of the prize schooner *Odd Fellow* captured by me this morning:

Tuesday, January 6, 1863.—At 9 a. m. started for New River with nine men and myself to take out the guns and machinery of the Yankee gunboat *Ellis*. At 12 m. camped at Golden Place for the night.

Wednesday, January 7.—Arrived at Williams Landing at 11 a. m. Went aboard of the wreck and found it impossible to raise her, she being full of holes and her starboard side being burst out. Went ashore and cut shears and spars to lay a temporary deck.

* * * * *

Friday, January 16.—At 10 a. m., started for Wilmington with two teams. At 8 p. m. camped 18 miles from town for the night.

Saturday, January 17.—At 5 a. m. started for town; at 2 p. m. arrived, and put out all of the things at Mr. Willard's and Mr. Neff's and discharged all hands.

Articles saved: 1 gun and carriage; 1 small chain cable, 30 fathoms; 5 pieces large cable, 60 fathoms; 1 piece manila hawser, 15 fathoms; 6 iron water tanks; 1 cylinder and steam chest and piston, etc.; 1 box containing screw bolts and nuts and various other parts of machinery, several pieces of copper pipes, and a quantity of shot and shell.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding a reconnoissance to West Point, in York River.

U. S. GUNBOAT COMMODORE MORRIS,
Off' Yorktown, Va., April 17, 1863.

SIR: I respectfully submit the following report of a reconnoissance which I made yesterday with this vessel and the *Crusader* up the York River as far as West Point and about a half a mile up the Pamunkey River.

I got underway at 11 o'clock with General Keyes and part of his staff on board and proceeded to within about 5 miles of West Point, carefully scrutinizing the shore, to see if there was any evidence of batteries having been erected by the rebels, without discovering any. When about opposite to Ware Creek a schooner was discovered standing down the Pamunkey and came to anchor at a place called Taylor's Landing, and as I had seen no signs of any rebel batteries coming up and everything around West Point looking as though no enemy had been in that vicinity I determined to try and capture or destroy the schooner, but soon after I had passed the wharf at West Point and when about half a mile above I was opened upon by a battery of three guns directly ahead of us and just below where the schooner had anchored; at the same instant the sharpshooters along the shore commenced firing upon us. I immediately opened upon the battery with my rifled 100-pounder, and at the same time stopped my vessel and started back, not deeming it prudent or justifiable to run the risk of having my vessel disabled and any of my crew killed. I fired nine shots, with what effect I am unable to say. The enemy fired about thirty-five shots, about twenty of them being while we were in range of their guns and falling all around us, but I am happy to be able to state without hitting us once, although almost every shot was an excellent line shot.

The officers and men behaved well and were anxious to continue the fight, but as we had gained the object of the reconnoissance and found that the reports that there was a rebel battery in the vicinity of West Point were true, and General Keyes being anxious to return, I did not think it advisable to do so, and therefore continued on down. The battery was apparently composed of two Whitworth 20-pounders and one smoothbore, of what caliber I am unable to say. One shot that expended itself under our bows gave me an excellent opportunity of judging of the caliber and character of the guns. It was in all probability a flying battery, there being no signs of an earthwork there, and I did not think the result of driving them away from their position to reappear at some other point warranted the expenditure of the ammunition that it would have required. I received information to-day that nearly the whole of the rebel General Wise's force was encamped there, and as the railroad is supposed to be in working order to that place, I am inclined to give some credit to the report. I am happy to state that the few shells I was so fortunate as to land in the rebel camp near Williamsburg are supposed by the commanding officer at Fort Magruder to have had the effect of facilitating their retrograde movement. I have kept both the *Western World* and *Crusader* here for the last few days at the request of General Keyes, but as everything is quiet now and the enemy is supposed to have left, I shall send them both on their cruising grounds to-morrow. I wished to send the *Western World* away yesterday, but General Keyes was anxious to have her remain on account of the long range of her guns, and therefore retained her,

but as I do not think there is any necessity for either her or the *Crusader* to remain any longer, shall act on my own judgment and start them off in the morning. Hoping that my operations in this vicinity may meet with your approval,

I remain, sir, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander and Senior Officer off Yorktown.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, enjoining vigilance, in view of the establishment of a Bermuda agency with Wilmington, N. C., as the principal depot for supplies.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 16, 1863.

SIR: From the enclosed printed extracts from the consular correspondence of Government, sent to you for distribution, you will perceive that the *Cornubia** is owned by the Confederate Government; that when attempting to enter Wilmington she was chased nine hours by a United States steamer and threw overboard \$20,000 worth of goods to lighten the vessel; that she will attempt to enter again by New Inlet, and that there were four steamers there when she left, and one, the *Britannia*, came in the day before. It would seem from the enclosed that the rebel Government has established a regular agency at Bermuda and uses the port of Wilmington as the principal depot of supplies. It is a matter of notoriety that regular trips are made between the two ports. It is therefore desirable that increased efforts and redoubled vigilance should be used on both sides of the cape to interrupt and capture these periodical supply vessels. I hope to send some efficient vessels to the blockade within this month.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain U. S. BOGGS, U. S. Navy,

Commanding Sacramento, off Cape Fear, North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander De Haven, U. S. Navy, commanding U. S. S. Penobscot, designating his immediate duty.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 16, 1863.

SIR: Proceed without delay, towing when practicable the ordnance schooner [D. B.] *Steelman* to Hatteras Inlet, leaving the ordnance schooner there. Proceed promptly to Beaufort, and immediately on your arrival there give the dispatches you will have for Commander Davenport to the quartermaster at Morehead City and ask him to deliver them immediately.

* See pp. 813, 814.

Then make no more delay at Beaufort than is absolutely necessary to replenish your coal, and proceed off New Inlet and report to Captain Case for duty.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander JOS. E. DE HAVEN,
Commanding U. S. S. Penobscot.

Letter from Brigadier-General Naglee, U. S. Army, to Commander Davenport, U. S. Navy, requesting cooperation in the restriction of intercourse with New Berne.

NEW BERNE, April 16, 1863.

COMMODORE: I have given instructions to close our lines after the 17th instant against persons bringing marketing and all others from without.

Let me request you to allow no person to fish or sail upon the river beyond the middle line thereof, and instruct your vessels to bring to and arrest all persons that attempt to violate the above.

Vessels that are owned and allowed to be used on this side it would be well to require should be numbered, and in figures sufficiently long to be seen from the decks of your vessels.

When not so much engaged we will agree upon the necessary details required to carry out fully the objects above alluded to.

Very respectfully, yours,

HENRY M. NAGLEE,

Brigadier-General.

Commander H. K. DAVENPORT,
Commanding, etc.

Report of Commander Bankhead, U. S. Navy, of the escape of a steamer into Wilmington, N. C.

U. S. S. FLORIDA,
Off New Inlet, April 17, 1863.

SIR: I would beg leave to report that about 3 o'clock of the morning of the 16th instant I heard a gun fired to the northward and westward and several steam whistles blown in the direction of the batteries on Federal Point. I immediately slipped my cable and stood in toward the beach as near as I considered safe, the night being quite dark and hazy, and although I could hear the sound of the paddles or propeller of the enemy's steamer, I could see nothing of her, as she must have passed inside of me. I discovered her at daybreak inside the bar and close to the batteries.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Commander.

Captain A. LUDLOW CASE,
Commanding and Senior Officer Present.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding affairs on the blockade off New Inlet.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 17, 1863.

SIR: Dispatches from Captain Case, commanding U. S. S. *Iroquois*, from 1st to 10th of April, inclusive, inform me as follows regarding affairs on the blockade off New Inlet: The enemy is busily engaged filling sand around the tower referred to in my No. 299, of March 17, as building by the rebels on the southwest end of Federal Point. It has now assumed the character of a mound, to construct which they use an inclined railway to the top of the tower. I enclose herewith a sketch, sent by Captain Case, representing the appearance of this tower at three different stages of its construction. Brush and sods have been used freely at its base to prevent the scattering of the sand by high winds.

The enemy has lately made no hostile demonstration from the batteries near the beach north of Fort Fisher, though the blockaders have been repeatedly within close range. It is supposed that the guns have been removed from them and that Whitworth guns on field carriages are brought to them for use when occasion requires.

On the 10th instant the enemy began to extend the works at Fort Fisher, apparently the casemates.

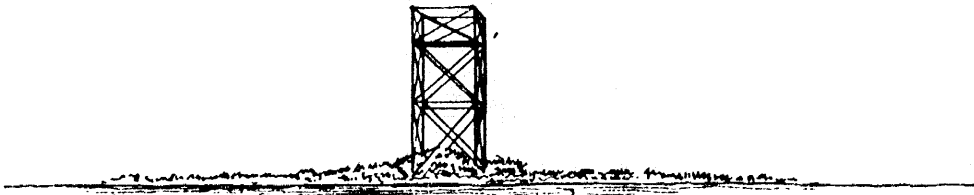
One of the rebel rams is reported to have been outside of New Inlet bar, but had been obliged to return on account of the sea. A large paddle-wheel steamer was lying in the river near Fort Fisher, waiting, probably, for an opportunity to run out. Every effort had been made so to dispose the blockaders as to prevent her escape.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

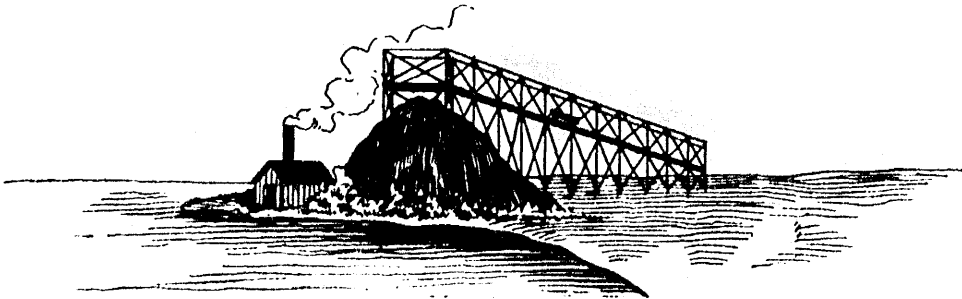
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

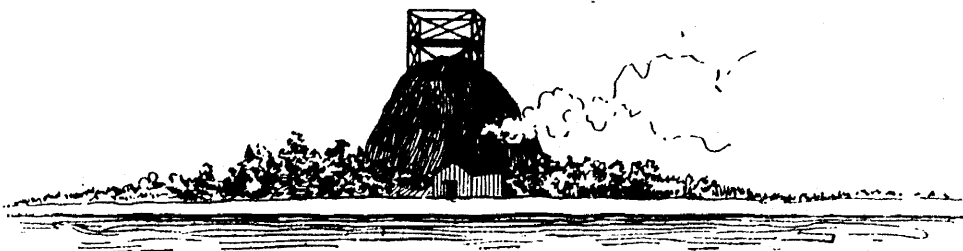


Appearance of tower constructing on Federal Point when first reported, March 10, 1863.



Appearance as viewed from the station of the *Mount Vernon* in a northeasterly direction from the tower.

Appearance of tower, April 9, 1863, bearing per compass W. $\frac{1}{2}$ S.



[Telegram.]

NAVY DEPARTMENT, *April 17, 1863.*

The exigencies at Hampton Roads will not allow you to delay. Proceed without delay to that point and have the alterations made there. Report your departure.

GIDEON WELLES,
Secretary.

Commander JOHN O. HOWELL,
Commanding Ironclad Lehigh, Chester, Pa.

[Telegram.]

Off Newport News, April 17, 1863—7 p. m.
(Received 9:50 p. m.)

Commander Davenport writes yesterday that General Foster ran the blockade from Washington and is now at New Berne.

Acting Master's Mate Doran left New Berne yesterday; arrived to-day in steamer *Spaulding*; brings word the rebels are receiving heavy reinforcements from Charleston. Lieutenant Cushing captured General French's chief of staff on the *Nansemond* to-day. The enemy is active there.

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the movement of blockade runners between Bermuda and Wilmington.

NAVY DEPARTMENT, *May 1, 1863.*

SIR: The U. S. consul at Bermuda, in a letter to the Secretary of State, dated the 18th ultimo, says the rebel steamer *Beauregard* left there on the 14th and the steamer *Robert E. Lee* (formerly the *Giraffe*) arrived there on the 16th, three days from Wilmington, with 600 bales

of cotton, turpentine, tobacco, and rosin. The *Merrimac* left the 17th for Wilmington, and the *Cornubia* was expected on the 19th from that port. He further says this will be the fourth trip of the *Cornubia*, and that she makes them as regularly as the mail steamer to Halifax, having occupied in her former trips three weeks and three days each.

From a previous dispatch it is supposed the destination of the *Beauregard* was Charleston, as she was consigned to Fraser & Co. She had a cargo of Enfield rifles, one battery of six guns, complete, 500 bags of saltpeter, blankets, etc.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captains Boggs and Case, U. S. Navy, forwarding information regarding the movements of blockade runners.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., May 11, 1863.

SIR: The Department, under date of May 7, communicates to me the following from a dispatch dated the 18th ultimo, received by the Secretary of State from the U. S. consul at Bermuda:

The steamer *Cornubia* arrived here at 6 p. m. yesterday, sixty-six hours from Wilmington, having been about three weeks and two days. The steamer *Robert E. Lee* will leave here for Wilmington in about eight days with a cargo composed mostly of arms and ammunition. The *Cornubia*, if not caught, will probably be back here again in about four weeks.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. BOGGS, *Off Wilmington, N. C.*

Captain A. L. CASE, *Off Wilmington, N. C.*

Report of Lieutenant-Commander Braine, U. S. Navy, regarding James T. Sayle, and others of the crew of the schooner Odd Fellow.

U. S. S. MONTICELLO,
Off Little River Inlet, North Carolina, April 18, 1863.

SIR: I deem it my duty to bring to your notice one James T. Sayle, who was captured on the prize schooner *Odd Fellow*. He at first claimed to be an Englishman, but I have since found out through one of the petty officers, Philip Goring, boatswain's mate of this vessel, that he is an American, native of Norfolk, Va., and that he was a shipmate with him as boy during the cruise of the frigate *Hudson*. This man James T. Sayle has been captured three times trying to evade the blockade, and on November, 18, 1862, I destroyed his vessel (the schooner *Ann Maria*, which he ran ashore) a few miles to the southward and westward of this inlet. Sayle is evidently intent in running the blockade if he is given up. I think he should be exchanged.

The other parties, as follows, Alexander Forsyth, Charles Brown first, and Charles Brown second, all claimed to be Englishmen, but have no papers to show to that effect. I shall send them to New York to the U. S. marshal there, with this information, unless otherwise directed by you.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain CHARLES S. BOGGS,
Senior Officer off Wilmington, N. C.

(Copies of the above sent to Rear-Admiral H. Paulding and U. S. Marshal Murray, of southern district, New York.)

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the convoy of army transports up the York River.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 19, 1863.

SIR: I received to-day a communication from Commodore Harwood, dated the 17th instant, stating that General Hooker had requested that his transports might be convoyed by some of the Potomac Flotilla to the Pamunkey.

Yesterday I received a report* from Lieutenant-Commander Gillis (a duplicate of which is herewith enclosed) of a reconnoissance made by him on the 16th up York River to West Point, and about a half mile up the Pamunkey. Major-General Keyes and staff were on board the *Commodore Morris*. She had scarcely entered the Pamunkey when she encountered the fire of a small battery and of some sharpshooters. Lieutenant-Commander Gillis says that he has heard and believes that General Wise's force is encamped there.

I have requested Commodore Harwood to send his vessels to convoy the army transports to Yorktown, and I will instruct Lieutenant-Commander Gillis to escort them as far up the York River as the army authorities desire to have them go, and his force (the *Commodore Morris* and the *Western World*) will enable him to protect them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Ossipee.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 19, 1863.

SIR: The U. S. S. *Ossipee* arrived in the roads at 7 p. m. of April 16 from the cruise off Wilmington, directed by the Department in its telegraphic dispatch of March 31.

* See p. 809.

I enclose the report, dated April 19, of a survey held on her engines and boilers by my order, and showing that she is in good condition.

During the present pressure of affairs in this vicinity I hope the Department will approve of my retaining the *Ossipee* here.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, regarding the convoy of army transports up the York River.

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., April 19, 1863—2 p. m.

SIR: Your report of the 17th is received. In view of the enemy's position the blockade is of more than usual importance to keep supplies from him; therefore I regret that you should have withdrawn both the *Crusader* and the *Western World* from that duty. Commodore Harwood has two steamers convoying army transports from the Rappahannock intended for the Pamunkey. I have asked him to let his steamers convoy them as far as Yorktown. The *Western World* can meet them on their arrival at Yorktown and give them a convoy as far up York River as the army authorities may deem it proper to send and your means will enable you to protect.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,

Commanding U. S. S. Commodore Morris, Yorktown, Va.

Report of Captain Case, U. S. Navy, regarding the sinking of obstructions by the enemy on the inner bar of New Inlet.

U. S. STEAM SLOOP IROQUOIS,

Beaufort Harbor, N. C., April 20, 1863.

SIR: I have to report that the rebels are sinking obstructions on the inner bar of New Inlet. I had noticed a small steamer, with what we supposed to be scows in tow, stop at low water near the Rips off the southwest end of Federal Point for a fortnight or more past, but supposing she was bringing articles for the forts on Zeek's Island and waiting for the rise of tide to get to the wharf. On the 17th instant I was fortunately in a position which enabled me to detect the work in which she was engaged and saw her sink a crib in the channel off the southwest end of Federal Point. We counted twelve stakes projecting from it. As near as we could judge from the distance we were off, the crib agreed in appearance with the description given by Mr. Savage of those sunk in the channel off Western Bar—before I came on the blockade, and which I believe was sent you at the time, as follows: Crib built with 16-inch square timber, tongued and sided with a double

bottom to secure bars of railroad iron to them, which were left projecting at an outward angle above the crib, but below water, for vessels to run on when passing up the channel.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—I forward herewith Commander Bankhead's report* referred to in my No. 102.

A. LUDLOW CASE,
Captain, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival and departure of vessels from Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 21, 1863.

SIR: The U. S. S. *Flambeau*, which arrived in the roads from Washington at 10 a. m. yesterday with Admiral Reynaud, of the *Guerrière*, on board, is here waiting to receive dispatches and orders from the Department.

At 3:30 p. m. yesterday the U. S. S. *Wissahickon* came into the roads, sent a boat ashore, and then proceeded to sea.

The U. S. S. *Lehigh* arrived here this morning at 8 a. m.

On the afternoon of the 19th H. M. S. *Petrel* anchored in the roads. H. M. S. *Desperate* went to Norfolk yesterday morning.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding the capture of the schooner St. George.

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, April 22, 1863.

SIR: At 2 a. m. on the 22d instant, while at anchor $1\frac{1}{2}$ miles from Fort Fisher, it bearing N. N. W., the officer of the deck discovered a vessel inshore of us. I immediately slipped the cable and stood in chase. At 2:15 came up within hail of the sail, which proved to be a schooner. I ordered her to lower her sails, but he refused to do so, and again ranged ahead of us. At 2:25 came up with her again and repeated the order, which was in this instance complied with. I was at this time in 23 fathoms of water, and deeming it imprudent to stand in any closer with the ship, I dispatched Acting Master Buck with an armed boat's crew to board the schooner and take her out into deeper water. At 2:50 he reached the schooner and found her to be the *St. George*, of

*See p. 821.

Bermuda, J. L. Fennell, master, with a cargo of salt, rum, and general merchandise, as per manifest sent to the U. S. district attorney at New York.

At daylight I made the schooner bearing E. N. E., stood for her, took her in tow, and stood for the senior officer.

J. L. Fennell, the master of the schooner, acknowledges having run the blockade several times, not only in the *St. George*, but in other vessels. The mate and others acknowledge the same.

In view of these circumstances, I have, with the advice and consent of the senior officer, sent the schooner *St. George* to New York for adjudication.

The *St. George* was boarded and ordered off by the U. S. gunboat *Wissahickon* on the 19th instant near Cape Hatteras. The master, mate, and a passenger accompany the steamer to New York.

When asked where he was bound, the captain replied at first to Wilmington, N. C., but afterwards said to Baltimore. After being boarded by the *Wissahickon*, instead of standing to the northward for Baltimore, he made the best of his way for New Inlet, North Carolina. He was from *St. George*, Bermuda.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, announcing a change in the instructions furnished to the guard vessels.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 23, 1863.

GENERAL: I respectfully inform you that the proclamation* of the President of the United States dated March 31, and the accompanying order† of the Secretaries of War and Navy of the same date, regarding commercial intercourse with inhabitants of the insurrectionary regions, which I understand as superseding the order of the President dated November 11, 1862, in reference to the vessels and merchandise entering and departing from the port of Norfolk, have been communicated this day to the guard vessels for their guidance.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. DIX, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the procuring of men to carry boats into Cape Fear River.

NAVY DEPARTMENT, *April 23, 1863.*

SIR: Mr. L. J. Sherman, acting as United States detective in the secret service of the War Department, is proceeding to New Berne to see General Foster. On the way I suggested that he should converse with you, as

* See p. 616.

† See p. 647.

he is possessed of much information about Wilmington. He thinks he can procure three men who can carry vessels drawing 12 feet of water through New Inlet into Wilmington [Cape Fear] River. If he can, it would be advisable to get these men. The Department would give \$5,000 for each vessel carried safely in.

I am, very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Escape of two steamers into Cape Fear River, said to be the Merrimac and Eagle, April 23, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 5, 1863.

SIR: I received by the U. S. S. *Daylight* reports from New Inlet, dated the 27th ultimo.

I enclose the following reports regarding the entrance of the two steamers into Cape Fear River by that inlet on the morning of April 23, 1863:

- A. Commander [J. F.] Armstrong (*State of Georgia*), April 23.
- B. Commander [J. P.] Bankhead (*Florida*), April 24.
- C. Lieutenant-Commander [J. E.] De Haven (*Penobscot*), April 23.
- D. Acting Volunteer Lieutenant [James] Trathen (*Mount Vernon*), April 23.
- E. Acting Master [J. D.] Warren (*Daylight*), April 23.

These steamers are reported by prisoners to be the *Merrimac* and *Eagle*, but they do not answer the description of those vessels given in consular dispatches.

Captain Case makes another request for more force off New Inlet and the coast. My No. 490 contains a statement of the force there at present. Captain Case thinks that at least six steamers are needed off the inlet at all times, and as many more to look after the shores north and south of it. He remarks:

With such a number (six of them of the size of and the same or greater speed than the *Mount Vernon*) I should hope and expect to stop the passage of steamers, possibly catch some of them when running in. When running out, the advantage of selecting the time, etc., is such that I believe we have yet to learn of the first steamer having been stopped anywhere in so doing. Several have been caught after they have cleared the land, but never, that I have heard of, in the act of running out.

On the morning of the 27th twenty-four colored refugees, men, women, and children, went off to the *Mount Vernon*. The military authorities refused to receive them at Beaufort, and they were brought here by the *Daylight* and sent to Norfolk.

The crew and second mate of the schooner *St. George*, captured off Wilmington by the *Mount Vernon* on the 22d ultimo, gave some information regarding affairs at Wilmington up to April 1. At that time, the second mate says, one ironclad was launched and ready for service there, mounting two guns, without ram; that there was another on the ways ready for plating as soon as the iron could be procured; that Cape Fear River is full of torpedoes, and that a chain cable obstruction is stretched across the river, raised and lowered at pleasure; that the inhabitants of Wilmington have regular army rations issued to them daily, and that there is no scarcity of provisions.

The mound of sand near Fort Fisher, referred to in previous reports, was at that time 68 feet high, and they intended mounting four 100-pounder rifles and one 68-pounder on the platform above.

He spoke of the frequent and regular running of the blockade and arrivals from Wilmington at Nassau, where he heard it rumored that the Wilmington blockade was to be raised by the *Alabama* (or 290), *Oreto*, and *Retribution*, the last named having been altered to a steamer.

Acting Volunteer Lieutenant Trathen verbally informed Captain Case that the mate stated that these vessels were daily expecting to be joined by several large steamers from England, one called the *Alexandria*, and that in such an event they, too, would likely take part in the engagement.

In view of the possibility of any such combination against that blockade, I would suggest that the *Ossipee* be ordered there to assist in protecting it.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. S. STATE OF GEORGIA,
Off New Inlet, North Carolina, April 23, 1863.

SIR: I regret to inform you that two steamers have this morning run in this entrance of Cape Fear River. They are reported by prisoners to be the *Merrimac* and *Eagle*, but do not answer the description.

At sunset of April 22 our vessels were at their usual stations and watching a steamer and two schooners seen at anchor inside. Guns were heard from the *Perry*, at anchor to the northward. The *Penobscot* and *Daylight* were left to guard the entrance. This ship, *Florida*, and *Mount Vernon* chased some miles to the northward, this ship and the *Mount Vernon* returning early in the first watch to their stations, this vessel anchoring at 10:45 p. m. In the middle watch, at 1:55 a. m., a sail was reported running in directly for us, but on discovering us, she turned to the S. E.; seen only for an instant and disappearing in the thick haze which enveloped the ship.

At the first alarm officers and crew were at quarters and the ship got underway. We remained in our position as nearly as possible until daylight, when the *Penobscot* and *Mount Vernon* were seen in chase and firing at a steamer with black smoke, running directly in. This ship joined in chase and opened fire on the vessel, the fort firing at us at the same time. The vessel crossed the shoal and ran in in safety. She was a long paddle-wheel steamer, two pipes and one mast, painted lead color, and seemed to have a number of men on her deck. She bore the rebel flag. While chasing this vessel guns were heard to the northward, in the direction of the *Florida* and *Daylight*, and the smoke of a steamer inshore was seen. The first steamer having passed in, I stood to the northward and met the *Florida* coming down to us. Ran up the coast inshore, made signal for the vessels to come within hail, to bring them close in with the steamer, which I found ashore, protected by two batteries of Whitworth guns, one on each side of her. This ship, *Florida*, and *Daylight* opened fire on the steamer and both batteries, without much success in hitting the steamer. The surf was breaking over her, boats had been seen to leave her, and she seemed abandoned,

and from the number of men on the beach, some two or three hundred, I deemed it imprudent to send in boats. Stood out, made signal for the *Penobscot*, and called Captain Bankhead and Lieutenant-Commander De Haven on board and explained to them how I intended to destroy the steamer. This ship and the *Florida*, supported by the other vessels, to silence the shore batteries, while the *Penobscot* destroyed the vessel. The two commanders had hardly returned to their vessels and the signal made, "Prepare for battle," when the steamer was observed to float. Signal was made to engage her, and all the vessels stood in chase, maintaining a running fire, as she kept on close in with the shore, the English flag flying, until passing safely inside of Fort Fisher, she hoisted the rebel flag, and I was reluctantly compelled to draw off the vessels. The commander of the *Daylight* reports she was seen and chased on shore at daylight. From her position, when seen by me, I did not think it was possible for her to be got off the beach. My desire was to destroy her, but the large force on shore was able to lighten her, and she got off. She had been run bows on; was a river boat; one pipe, steeple engine, painted lead color, and very fast. I am sure that one shot, and I believe two, from this ship struck her, but her speed and close proximity to the beach saved her. The fort fired up the coast, and the batteries, the upper one of which was placed about 4 miles from Fort Fisher down the coast, the Whitworth guns passing over us even after we had come out from under the shore. A steamer came out of the river and off Fort Fisher, as she has been seen to do upon several occasions, to aid the vessel in running in. Since the attack on Charleston, the alarm of vessels seen is almost nightly given; cables are slipped and guns fired. I believe these two vessels are all that have passed in or out since the 16th of April.

They have escaped us, owing to their light draft and great swiftness.

The guns of the *Perry* were fired at a steamer inshore. She must have supposed us to have chased north, and tried to run in direct at 1:55 a. m., but finding this ship off the bar turned S. E. and ran around the extreme left of the line of vessels under Smith's Island, where she was seen at daylight by the *Mount Vernon*.

In firing our Parrott guns there were many premature explosions of the shell and much tumbling of the projectiles. Of the 30-pounder Parrott but one shell took up the proper rifled motion. The bouching of the 100-pounder Parrott became quite soft, and upon inserting the priming wire jammed it, requiring the boring bitt to clear it. Upon examination, portions of the bouching appear to be pushed through and project into the bore.

I have the honor to enclose reports from the commanding officers.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,

Commander, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, off Newport News.

[Enclosure B.]

U. S. S. FLORIDA,

Off New Inlet, April 24, 1863.

SIR: I beg leave to report that at 6:20 p. m., 22d instant, heavy guns were heard from the *Perry*, stationed off Masonboro Inlet. Signal was made to that effect by this ship to the *State of Georgia* and signal made from that ship to get underway. I obeyed the signal and proceeded with all dispatch in the direction of the *Perry*, keeping as near

inshore as I considered prudent. At 8 p. m., finding that I was getting too far from my station, I determined to anchor, and stood in to within half a mile of the beach, nearly abreast of the inlet, and at 8:30 p. m. let go my anchor in 7 fathoms of water, putting on slip buoys, etc. At 3:40 a. m. a steamer was discovered standing in rapidly for the beach. An alarm gun was fired immediately, a rocket thrown up, and the cable slipped; a second gun was fired in the direction of the steamer, as she was then out of sight, the weather being very hazy. I stood in rapidly toward the beach in the direction the steamer had gone, and quite close to the breakers. Seeing or hearing nothing of her, I cruised about until light, when I discovered a small paddle-wheel steamer (of the construction of our river steamers) ashore about 2 miles to the southward, and the steamer *Daylight* exchanging shots with two small batteries immediately in the vicinity of the grounded steamer. I fired several shots from my rifled guns and was preparing to engage the batteries more closely, when I heard heavy and continuous firing in the direction of the bar, which caused me to think that our vessels were in some way engaged with the enemy and might require my assistance. I accordingly stood down with all speed, leaving the *Daylight* to look out for the steamer. Day at this time had fully made, and I discovered the *State of Georgia* coming in my direction, the other vessels apparently chasing to the southward and eastward. The *State of Georgia* stood in toward the batteries, followed by this vessel, and fired several shots at the steamer and batteries. At 7:30 a. m. we steamed out of range, and I went on board of the *State of Georgia*, in obedience to signal to that effect. At 8:30 a. m. discovered that the steamer (apparently having landed or thrown overboard part of her cargo) had succeeded in getting afloat. Chase was made by all the vessels of the squadron, the *State of Georgia* leading, and every effort made to cut her off; but her speed and extreme lightness of draft enabled her to reach the protection of Fort Fisher and she succeeded in getting in, somewhat injured by the fire of the *State of Georgia*.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Commander.

Commander JAS. F. ARMSTRONG,
Senior Officer Present, etc.

[Enclosure C.]

U. S. GUNBOAT PENOBSCOT,
Off' Wilmington, N. C., April 23, 1863.

SIR: I herewith submit the following report:

At daybreak this morning a steamer was discovered off Smith's Island. In consequence of a heavy haze she was not seen until the entrance of New Inlet was nearly made. In company with the *Mount Vernon*, I immediately stood for her, and in conjunction with the *State of Georgia*, which shortly after joined us, endeavored to cut her off. Fire was opened upon her, but all efforts to prevent her entry proved unavailing.

Soon after a steamer was discovered ashore near Fort Fisher. Immediate measures being planned for her destruction by yourself, senior officer present, and communicated to the commanders of the vessels off this point, we, in obedience to signals, stood in for her, when it became apparent that she had succeeded in getting off the bar and was making New Inlet rapidly. We followed up as fast as possible; keeping up a heavy fire upon her for the space of three-quarters of an hour, which was heavily replied to by the enemy from Fort Fisher and two batteries, but without effect.

Her destruction would have been inevitable had she not succeeded in getting off and making New Inlet, notwithstanding every effort that possibly could have been made to prevent it.

I am, respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant-Commander.

Commander JAS. F. ARMSTRONG,
*Commanding U. S. S. State of Georgia,
Blockading Squadron off Wilmington, N. C.*

[Enclosure D.]

U. S. S. MOUNT VERNON,
Off New Inlet, North Carolina, April 23, 1863.

SIR: At 3:30 a. m. this day I weighed anchor in order to be in readiness at daylight for any emergency that might occur.

At 4:50 a steamer was discovered inshore of us between Bald Head light-house and Fort Fisher, steering directly for the latter place. We immediately stood in chase under a full head of steam, but soon discovered that the speed of the chase was far superior to our own. At 5:05 opened fire from this vessel on the steamer, all the shot falling in close proximity to her, but he still kept on at full speed and in a few moments was under the guns of Fort Fisher. At this time another sail was discovered, and at first reported to be a steamer bearing S. E. by S. I at once made signal No. 503 and stood in chase. At 5:40 communicated with the stranger, which proved to be the schooner *St. George*, captured by this ship yesterday. At 6 stood back for the vessels at New Inlet, and on approaching them discovered a steamer ashore on the beach about 2½ miles north of Fort Fisher and a large body of men around her. At 7:30 U. S. S. *State of Georgia* made signal No. 333. At 7:40 passed within hail of the U. S. S. *State of Georgia* and was informed by her that the enemy had several batteries on shore and had been firing over them.

At 7:55 U. S. S. *State of Georgia* made signal No. 877. Beat to quarters, cleared ship for action, and stood inshore. At 8 the steamer succeeded in getting offshore and stood down the beach for Fort Fisher. At 8 we opened fire on the steamer and a general engagement ensued between the three batteries situated, respectively, 1, 2, and 2½ miles north of Fort Fisher, and Fort Fisher on the one side and on the other the U. S. ships *State of Georgia*, *Florida*, *Penobscot*, and *Mount Vernon*. At 8:20 [*State of Georgia*] made signal No. 8; stood inshore to obtain a better range. At 8:45 *State of Georgia* made signal No. 222; ceased firing and stood offshore.

I am informed by the prisoners belonging to the schooner *St. George* that the steamers which ran in this morning are the *Merrimac* and *Eagle*.

I beg leave to submit the above report of the part taken by the U. S. S. *Mount Vernon* in this morning's operations. The following is a list of the ammunition expended:

123 pounds cannon powder, 7 20-second 100-pounder Parrott shell, 1 15 second 100-pounder Parrott shell, 1 solid shot Parrott, 4 32-pounder solid shot, 2 stand of canister.

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

JAMES TRATHEN,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Commander JAS. F. ARMSTRONG, U. S. Navy,
Comdg. U. S. S. State of Georgia, Senior Officer off New Inlet, N. C.

[Enclosure E.]

U. S. S. DAYLIGHT,
Off New Inlet, North Carolina, April 23, 1863.

SIR: This morning, being close in under the land and underway about 4 miles above Fort Fisher, just before sunrise, we discovered a steamer heading down the coast. We immediately went to quarters and fired at her. She ran on shore, and in ten minutes a battery of Whitworth guns was opened on us at about three-fourths of a mile distance from a point above the steamer, and another battery of field rifle guns below the steamer also opened on us. We then answered a signal from the U. S. S. *State of Georgia* to come within hail. We then fell into line with the U. S. S. *State of Georgia* and fired at the steamer and batteries.

I am, very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

Commander J. F. ARMSTRONG, U. S. Navy,
Comdg. U. S. S. State of Georgia, Senior Officer off New Inlet, N. C.

Additional report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 12, 1863.

SIR: Captain Case, under date of April 29, informs me that he has learned from the second mate of the prize *St. George* that the *Merri-mac* (?), which was chased by our vessels while entering Wilmington on the 23d of April, had 150 mechanics on board, besides materials to be used at Wilmington.

Captain Case also informs me, under date of May 1, that the rebels have commenced the erection of another mound at the battery next northeast of the mound already reported, which is now nearly finished; also the erection of other defenses on Zeek's Island. They are still sinking obstructions at the Rips. Guns are being added to the forts and the general force of the latter is increased weekly.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Commander Gillis, U. S. Navy, to furnish explanation regarding rumored seizure of household property during foraging expedition.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 24, 1863.

SIR: The Richmond Dispatch of the 14th has an article regarding the foraging expedition, the naval cooperation of which was reported to me in your No. 26 of April 10. The paper states that a gunboat came up and landed a party who proceeded to the house of Mr. John Taliaferro and "after stealing what they wanted, ripped up a Brussels carpet from the floor, took it aboard the ship, and steamed off." Inform me if there is any truth in this statement, and if so, explain.

The order of the Secretary of the Navy, dated March 31, 1863, accompanying the Treasury regulations concerning internal and coast-wise intercourse, enclosed to you this day in another communication, imposes severe penalties on all who appropriate improperly abandoned, captured, or seized property; private property ashore should not be wantonly seized or abused. Cause the provisions of this order to be distinctly understood by all the naval vessels in the vicinity of York River. In future you will not go on foraging expedition for the army, unless naval cooperation is asked for, and not then unless you can render such assistance without interfering with your more legitimate duties. The Department under date of April 21, in reply to an enquiry contained in your No. 26, instructs that the crew of the *Commodore Morris* is not entitled to prize money for the grain which you assisted to capture on the recent expedition with a detachment from General Keyes' command.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy,
Commanding U. S. S. Commodore Morris, off Yorktown, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting proposition of Captain Case regarding Smith's Island.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., April 21, 1863.

SIR: I beg leave to enclose for the consideration of the Department a copy of a communication, dated April 20 (No. 107), from Captain Case, proposing that Smith's Island, between the two entrances to Wilmington, be taken possession of by our troops, in order to relieve the blockade and by the erection of batteries neutralize Fort Caswell.

I have communicated the matter to Major-General Foster to elicit his opinion on the subject.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Endorsement.]

This seems a good idea, and General Halleck promises to suggest to General Foster to assist in any way he can with what forces he has.

[WELLES.]

[Enclosure.]

U. S. STEAM SLOOP IROQUOIS,
Beaufort Harbor, N. C., April 20, 1863.

SIR: The blockade off Wilmington would be much relieved if a force could be detailed to take possession of Smith's Island. A force there could be easily supported and covered by the vessels of the navy, and batteries (mortar and others) could be erected on the island which would quite control the Western Bar and, I think, break up Fort Caswell. A landing could be effected on either side of the shoals. Perhaps, after

landing, engineers might find the long neck of land separating Buzzard Bay from the ocean, and extending nearly to Zeek's Island, suitable for batteries to operate against those of the rebels on Federal Point.

Very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter from Major-General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding the occupation of Smith's Island.

HDQRS. DEPT. OF NORTH CAROLINA,
EIGHTEENTH ARMY CORPS,
April 25, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 24th in relation to the occupancy of Smith's Island at the mouth of the Cape Fear River by our forces.

The idea is a good one, and should, in my opinion, be carried out as soon as other operations will permit or render it advisable.

When the plan of operations against Wilmington was decided on and my preparations were making, this point (Smith's Island) was selected as the first point on which to land and make an establishment to cover a depot of supplies. I am glad that Captain Case sees the importance of it now, for there is no reason why it may not be used in the way he suggests, and thus relieve the blockading vessels at the west entrance of the Cape Fear River.

There may, however, at this time be some trouble in occupying the island, for I have heard that the rebels have recently planted a battery on the island to prevent this very thing. The island can, nevertheless, be taken by a determined effort at any time that it is absolutely required.

I will be most happy to cooperate in any way as soon as I have the force. If the 8,000 men belonging to this Department now lying at Port Royal were sent back to me, with the abundant supply of siege guns, ammunition, and artillerists that I took down with me to the Department of the South, I will at once engage to occupy Smith's Island, erect batteries to command the channel to annoy Fort Caswell, and also, as far as practicable, to command the New Inlet channel. Unless this return of my troops be made, which is now refused by the Government, I can do nothing to aid you, inasmuch as nearly 1,000 of the two-years' men have to be discharged in a few weeks, and eight regiments of nine months' men within two months.

This will very seriously deplete my already small force, and although I can hold my own I can not undertake to do more than act strictly on the defensive.

Whatever may be decided on by the Government, you can rely upon my ready and energetic cooperation.

Very respectfully and truly, your obedient servant,

J. G. FOSTER,
Major-General, Commanding.

Admiral S. P. LEE, *U. S. Navy,*
Comdg. North Atlantic Blockading Squadron, off' Newport News.

P. S.—I am now moving on Kinston.

J. G. F.

Report of Lieutenant-Commander Braine, U. S. Navy, requesting permission to destroy schooners and buildings in Murrell's Inlet, South Carolina.

U. S. S. MONTICELLO,
Off Little River Inlet, North Carolina, April 25, 1863.

SIR: I have to inform you that I, this day at meridian, discovered a steamer to the southward and westward, and gave chase immediately. After three hours and a half chase, finding I could not gain on her, owing to leaky boilers and imperfect machinery, I gave up the chase. I noticed to-day, in passing up the coast to my station, that in Murrell's Inlet (about 25 miles to the southward and westward of this point) there are five schooners and large buildings, evidently store-houses. This corresponds with what I have been told by men taken out of the prize schooner *Sue*. With your permission, I can easily destroy them in a day, and I would like to do so, if it meets with your approval.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain CHAS. S. BOGGS,
Comdg. U. S. S. *Sacramento*, Senior Officer off Wilmington, N. C.

Report of Lieutenant-Commander Gillis, U. S. Navy, denying the charge of molesting personal property during foraging expedition.

U. S. GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., April 26, 1863.

SIR: In reply to your communication of the 23d instant, referring to an article which appeared in the Richmond Dispatch of the 14th instant in regard to the robbing of Mr. John Taliaferro, I have to state that it was an unmitigated falsehood from beginning to end. That the vessel was up opposite to the house of Mr. Taliaferro, on North River, is true, but that his property was in any way molested I deny, for the only persons besides myself who were on shore were two officers and a boatswain's mate, and had a single thing been touched I would most assuredly have known it.

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

J. H. GILLIS,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Forwarded to Department in explanation of a paragraph from the Richmond papers, referred to Lieutenant-Commander Gillis by me, stating that the private property of Mr. Taliaferro had been despoiled by the gunboats.

S. P. LEE,
Acting Rear-Admiral.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding the capture of the schooners Martha Ann and A. Carson.

U. S. GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., April 26, 1863.

SIR: I have to report that the *Western World* and *Samuel Rotan* captured off Horn Harbor on the morning of the 24th instant the two

schooners *Martha Ann* and *A. Carson*, and they are now lying at this place. I have had them overhauled, and there is every reason to believe that they were intended to run the blockade.

Their manifests do not compare with their cargoes, there being many things on board of which no mention is made.

On board of the *A. Carson* some Confederate and Southern money was found.

I respectfully request to be instructed as to where they shall be sent.

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

J. H. GILLIS,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Captain Boggs, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, to make a reconnoissance in Murrell's Inlet.

U. S. S. SACRAMENTO,
Off Wilmington, N. C., April 26, 1863.

SIR: H. H. Savage, of the *Matthew Vassar*, informs me that there are several vessels in Murrell's Inlet. I send the *Vassar* to communicate with you, and if you have the opportunity, without alarming them, I wish you would make a careful reconnoissance and sound out the inlet after the moon goes down to-night. As soon as the *Choceura* has coaled, I will send her down with the *Violet* and two launches from this ship, mounting 12-pounder howitzers. With these I hope you will be able to clear out this nest. Much, of course, is left to your discretion. If you find on your reconnoissance you can act at once with the force now under your command, I rely upon your usual promptness and intelligence to do so. First be sure you are right then go ahead. If successful, run no risk in bringing out prizes, but destroy them.

Very respectfully, etc.,

CHAS. S. BOGGS,
Captain and Senior Officer.

Captain D. L. BRAINE,
Commanding U. S. S. Monticello.

Reconnoissance in Murrell's Inlet, South Carolina, and the destruction of the British schooner Golden Liner.

Report of Lieutenant-Commander Braine, U. S. Navy.

U. S. S. MONTICELLO,
Off Murrell's Inlet, South Carolina, April 27, 1863.

SIR: I organized an expedition composed of three boats from this vessel and two from the U. S. schooner *Matthew Vassar*, all under the command of Acting Master L. A. Brown, of this vessel.

After an early reconnoissance this morning at daylight at Murrell's Inlet, South Carolina, it was found the approach was too circuitous to reach the schooners, except after a very long pull, and most of that way close to heavily wooded land, where they would be subject to ambuscade. I accordingly directed them to land on the beach, abreast the ship, which they did, crossing the narrow sand spit and wading the marsh.

They boarded and destroyed the English schooner *Golden Liner*, of Halifax, loaded with a valuable cargo of flour, brandy, sugar, and

coffee. She had just arrived. The other two schooners and one sloop it was impracticable to get at, owing to the mud and marsh, which I regret, as I understand from a contraband I got off, that there are upward of 2,000 bales of cotton stored in the woods beyond.

The contraband also stated that there are 200 men, infantry and cavalry, stationed here, and I dispersed a few cavalry previous to the landing of the boats. This being the case, it was not prudent, with the force we had (47 men and 5 officers) to attempt to destroy the cotton. I consequently recalled the boats. The result of the expedition is a valuable schooner burned and two large houses, which were probably used for storehouses.

I regret to have to state that Acting Ensign Isaac Francis, of the *Matthew Vassar*, was wounded by the accidental discharge of his own revolver; also that a man named John Cahill of the same vessel is missing.

I have no doubt, from information I have received per contraband, that this is a grand depot of cotton. He says the trade has been most brisk since last Christmas, averaging five to seven vessels a week, in and out. The cargo out is exclusively cotton, and they have never met with any interruption in their trade until to-day. Vessels are now expected here daily, with large supplies of clothing and stores of every kind. I think it is important that this point should be closely watched, and I would be pleased if you would assign me the duty.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Captain CHAS. S. BOGGS,
Comdg U. S. S. Sacramento, Senior Officer off' Wilmington, N. C.

Report of Lieutenant-Colonel Yates, C. S. Army, regarding engagement in Murrell's Inlet.

HEADQUARTERS FOURTH MILITARY DISTRICT,
Georgetown, [S. C.], April 29, 1863.

CAPTAIN: I have the honor to report that on the morning of the 27th at sunrise two of the enemy's vessels appeared off' Murray's [Murrell's] Inlet, and after shelling for two hours landed about 70 or 80 men under protection of their guns on a small island and set fire to a schooner lying in the inlet and near the shore of this island, but out of reach of our rifles. They immediately retired to their boats, leaving one of their men, who was captured by our pickets. There were four other vessels in the inlet, which they continued shelling nearly all day, but without effect.

I immediately concentrated all the force I could spare from other points, and am prepared to resist them when they return, which I suppose will be very soon, to destroy the other vessels. I sent a section of artillery (two rifle guns) immediately up. Also ordered down one of the companies of State troops under Captain Boykin, who are stationed near Little River. Although not under my command ostensibly, yet are virtually so, they being within the limits of this district. At the time of their landing an effort would have been made to capture their party, but Major Emanuel had but one company at that point and one-third of those were on picket at the time; he consequently took position near the four vessels which were higher up the creek, hoping that they would attempt to come up in their barges to destroy them, but which they failed to do. They are aware of our present force at that point,

and no doubt will make another effort. If they do, I have so arranged it that I am in hopes of capturing the party.

The prisoner I send under guard by to-morrow's train subject to your order. From his statements (which circumstances render almost impossible) I have good reason to believe he was intentionally left as a spy.

I am, captain, very respectfully, your obedient servant,
 JOSEPH A. YATES,
Lieut. Col., Artillery, Comdg. Fourth Military District.

Captain NANCE,
Assistant Adjutant-General.

Report of Commander Davenport, U. S. Navy, advising the retention of Lieutenant-Commander Flusser in command of the U. S. S. Commodore Perry.

U. S. S. HETZEL,
New Berne, April 28, 1863.

ADMIRAL: I have directed Acting Volunteer Lieutenant Woodward to take the *Miami* to Plymouth, and in accordance with that portion of your letter of the 24th instant which directs the disposition of her, in case I should not take her, to deliver her to Lieutenant Flusser and assume command of the *Commodore Perry*, thus vacated, I suggest with the greatest deference that from her unwieldy size and her draft of water she would be more serviceable if stationed at Washington, below Rodman's Point, to protect the approaches to that place, and that so active an officer as Lieutenant Commander Flusser would be much more useful in a boat like the *Perry* than he could possibly be in his present station with the *Miami*. I have received your duplicate order directing the immediate discharge of the *Lenthall*. Both the [*Charles S.*] *Carstairs* and *Raynor* are full, and I can put no more ammunition in them. I shall send all by rail to Beaufort which we can not take out here. At present an expedition in the direction of Kinston makes it impossible to get a car, and I am taking some of the ammunition from the *Lenthall* and stowing it temporarily in a small prize schooner lying here. I shall expedite her discharge as much as possible.

In answer to that clause of your letter which refers to my determination to remain at New Berne, I beg leave to say that after consultation with General Naglee I determined to remain here until he was ready to move, when I should take all the boats from this place with the exception of the *Shawsheen*, and acting in conjunction with the army, raise the siege of Washington at all hazards.

Respectfully, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, approving the suggestion regarding the occupation of Smith's Island.

NAVY DEPARTMENT, *April 28, 1863.*

SIR: I have received your No. 458, enclosing a copy of a communication dated the 20th instant from Captain Case, proposing that Smith's

Island, between the two entrances to Wilmington, be taken possession of by our troops.

The suggestion seems to be a good one and meets the approbation of this Department, provided the necessary cooperating force is furnished from the army. I learn unofficially that General Halleck promises to suggest to General Foster to assist in any way he can with the force under his command in carrying out this object.

Very respectfully, etc.,

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Old Point Comfort, Va.

Letter from Commander Crosby, U. S. Navy, to Acting Master Wright, U. S. Navy, regarding the violation of blockade by the steamer Maratanza.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., April 29, 1863—1 a. m.

SIR: The steamer *Maratanza* can not be allowed to violate the blockade at this port. The pass from General Dix is inoperative. The officers of the *Mystic*, Mr. Coffin and Mr. Hamblen, should not have passed her in. The *Maratanza* must leave the roads and supply her wants at some open port. The papers of vessels should be examined and acted on by you, and in your occasional absences by your executive officer.

Respectfully, yours,

PEIRCE CROSBY,
Fleet Captain.

Acting Master WM. WRIGHT, U. S. Navy,
Commanding U. S. S. Mystic, Hampton Roads, Virginia.

Report of Captain Boggs, U. S. Navy, regarding the chase of a vessel discovered between New Topsail and New River inlets.

U. S. S. SACRAMENTO,
Off Wilmington, N. C., April 29, 1863.

SIR: I have the honor to report that at meridian of the 21st, after leaving Beaufort, a vessel was discovered about 12 miles off the land between New Topsail and New River inlets, with her head to the eastward, under low sail; wind moderate from the northward. I gave chase, making all sail. The stranger immediately bore up, sending yards aloft and making all sail, steering S. S. E., the course for Nassau. We gained rapidly upon her, and when just raising her hull, the engineer reported the absolute necessity of stopping the engine for the purpose of tightening the bolts of the crank-bearing journals. This lost us three-fourths of an hour; when again ready, she was so far ahead as to be lost sight of from the deck. Continued the chase with a heavy breeze from the N. E., making from 60 to 66 revolutions of the engines, 30 to 35 pounds of steam, speed 12 knots, gradually gaining; weather thick and misty with light rain. At 8 p. m. very heavy sea in the Gulf Stream, chase just visible ahead, and from the state of the weather judged to be not more than 1½ miles distant. The engineer reported the

engine in such a condition that it was imperative to stop, or be liable to a general breakdown. I was consequently obliged to give up the chase, which I had become convinced was a screw steamer and would certainly capture.

The sea and wind were now very heavy, and from not being able to uncouple the propeller, I could not run her before it. The impossibility, from the manner they are fitted, of getting the gaffs down to reef the large sails, obliged me to heave her to under the storm, main, and mizzen stay sails; the drag of a fixed propeller kept her nearly in the trough of the sea, and the sea broke over her in every direction. The forward boat abreast the fore rigging, the keel hanging 6 feet above the hammock rail, was washed away, carrying with it Thomas McGlinchey, landsman, stationed in the boat as a lookout. About this time we were able to start the engines slowly and get her head to wind. Volunteers, headed by Mr. Cousens, acting ensign, jumped into the starboard quarter boat. I reluctantly gave my consent to lower her, but from being so far aft, as she touched the water she was forced under the counter, and instantly broke into fragments. Fortunately all were saved, though some are badly bruised. In consequence, I was obliged to abandon the unfortunate man to his fate, whose cries for aid could still be heard. The large launches of this ship (two in each waist) can not be lowered with safety, except in a very smooth sea. The boats abreast the fore-rigging will be lost in every gale, and when lowered in a seaway will be swamped by the water from under her bow, as she scuds into the sea. The after boats are in the same condition. I recommend that two of these launches, dimensions 30 feet 10 inches long, 9 feet 2 inches beam, 5 feet 2 inches deep, be dispensed with, and 12-oared boats substituted in their stead. Before this vessel can be considered safe at sea in heavy weather her coupling clutch must be so arranged as to act, and her gaffs fitted with jaws so as to lower easily, instead of the rail as now on the after part of the mast. I have taken one boat from the *Massachusetts* (supply vessel) to replace the lost quarter boat.

The cause of stopping the engines was a large crack in the chest connecting with fresh-water reservoir of the surface condenser of after engine, allowing a free escape of water into the ship, and the two rubber valves of the fresh-water delivery ceasing to act.

Respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain.

Acting Rear-Admiral S. P. LEE, U. S. Navy.

[Telegram.]

OFF NEWPORT NEWS, VA., April 30, 1863—3 p. m.

(Received 6 p. m.)

Secretary of State and party just left. Captain Forbes and *Nippon* just came in all right. Captain Forbes leaves for Washington to-morrow evening at 10 o'clock. Cushing reports *Alert*, *Stepping Stones*, and *Cœur de Lion* went into the upper Nansemond this morning; our pickets on the bluff, and that nothing can be seen of the enemy at any point.

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary Navy.

Report of Chief Engineer Dungan, U. S. Navy, regarding the engine and boiler of the U. S. S. Monticello.

U. S. S. DACOTAH,
Off Wilmington, April 30, 1863.

SIR: In obedience to your order I have examined the engine and boiler of the U. S. S. *Monticello* as far as it is possible to do whilst under steam.

The brasses of the crank shaft are brass and brass. The top brass should be taken out and chipped sufficiently to take up the lost motion. The senior engineer reports the piston in bad order, requiring overhauling, and will probably have to be put in a lathe and turned up.

The Worthington pump is much worn and old. With a few repairs it will probably last several months. The piping connected with it and the engines require some repairs.

Some few of the stay bolts in the water bottom of the boiler have given out at different times and have been repaired by putting patches over them. One is at present leaking badly and should be repaired. Some of the seams in the back connection and shed of the boiler require calking. Some of the tubes have given out and the leaks stopped by the use of wooden plugs. I recommend that cup washers and bolts be substituted in the place of them, as they are not to be depended upon. The repairs to the boiler can be made on board the ship with the assistance of a boiler maker and a blacksmith.

The above is the condition of the boiler as far as I could ascertain under the circumstances, but there may be injuries of a more serious nature.

Very respectfully, your obedient servant,

W. W. DUNGAN,
Chief Engineer, U. S. Navy.

Captain CHAS. S. BOGGS,
Senior Officer.

Report of Commander Davenport, U. S. Navy, of the disposition of vessels in the sounds of North Carolina in April, 1863.

U. S. S. HETZEL,
New Berne, April 30, 1863.

ADMIRAL: I have the honor to submit the following statement of the disposition of vessels in the sounds for the month of April:

April 1, the *Ceres* left at 10 p. m. for Washington, N. C. Lieutenant-Commander Flusser was ordered to send all the boats from Albemarle Sound that he could spare to Washington, and the *Southfield*, *Whitehead*, and *Seymour* were dispatched upon receipt of the order.

April 3, the *Hunchback* had orders to proceed to Washington, but, by request of commanding general, these orders were countermanded at 10 a. m. After the arrival of the transport *North Shore*, on the evening of the 3d, with dispatches from Washington, the *Hunchback* was again ordered to Washington, and taking the ordnance schooner *Carstairs* in tow, started for that place.

April 6, the *Seymour* arrived from Washington.

April 7, the *Delaware* arrived from Hampton Roads. The *Lockwood* arrived from Washington.

April 9, the *Seymour* took coal schooner in tow and proceeded to Washington.

April 14, the *Commodore Perry* started from Plymouth for Washington, leaving *Underwriter* at Plymouth.

April 14, the *Miami* arrived from Hampton Roads.

April 14, the *Lockwood* left Washington with dispatches.

April 15, the *Valley City* arrived at Washington from Hampton Roads.

April 17, the *Whitehead* arrived at New Berne with the information that the enemy had abandoned the siege upon Washington.

April 17, sent orders for the *Valley City*, *Whitehead*, and *Southfield* to return to Plymouth. The *Hunchback* arrived from Washington.

April 18, the *Seymour* and *Lockwood*, arrived from Washington.

April 19, the *Valley City* left to report to Lieutenant-Commander Flusser, at Plymouth, N. C.

April 20, the *Seymour* started for Hampton Roads, via canal, for repairs.

April 22, the *Delaware* left for Washington to relieve the *Ceres*.

April 25, the *Ceres* arrived at New Berne from Washington.

April 29, the *Lockwood* left for Hatteras Inlet to relieve the *Brinker*. The *Miami* started for Plymouth.

April 30, the *Hetzel*, *Hunchback*, *Shawsheen*, and *Ceres* are at New Berne. The *Louisiana*, *Commodore Hull*, and *Delaware* are at Washington. The *Commodore Perry*, *Southfield*, *Underwriter*, *Valley City*, and *Whitehead* are in Albemarle Sound. The *Lockwood* is at Hatteras. The *Granite* is at Ocracoke Inlet.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, requesting his opinion regarding a purely naval attack upon the defenses of Wilmington.

NAVY DEPARTMENT, *May 1, 1863.*

SIR: Your dispatch No. 475, dated April 30, with its enclosure* from Major-General Foster, has been received. Both have been read to Major-General Halleck, who replies that it is impossible to furnish General Foster with any more troops. If, therefore, nothing can be done with those he has to cooperate with you, it is for you to determine whether a purely naval attack can succeed in getting possession of either or both entrances to Wilmington.

The Department would be glad to hear your views, and if favorable, and it is within the power of the Department, the requisite means shall be furnished you.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

* See p. 826.

Report of Commander Scott, U. S. Navy, regarding the condition of the U. S. S. Maratanza.

U. S. S. MARATANZA,
Off' Wilmington, N. C., May 1, 1863.

SIR: It becomes my duty to call your attention to the condition of this vessel. The deck under the XI-inch gun has sunk, springing the beams and causing it to leak so badly that the cabin is not habitable. There are other leaks about the deck, caused by the heavy battery, which, in my opinion, the ship is not able to carry, as with 130 tons of coal (58 less than she can stow), she has 6 feet immersion of buckets.

On a recent trip to Beaufort, with a fresh head wind and moderate sea, and only 10 tons of coal on board, 5 knots was her best speed, and on returning, with 140 tons, in a head swell and no wind, we were eighteen hours from Beaufort to the shoal (distance 85 miles). The tubes in both boilers have been leaking for seven months, causing the fires to be drawn frequently for repairs. Four days since the boilers were examined and all tubes found defective were repaired, making in all 31 tubes that have been plugged.

Yesterday the engineer reported two more leaks, the extent of which can not be ascertained without blowing out the boilers.

The ship in her present condition is entirely inefficient for service, and I respectfully request that a survey may be ordered on her.

Very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Captain CHAS. S. BOGGS,

Comdg. U. S. S. Sacramento, Senior Officer off' Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Lilac.

U. S. FLAGSHIP MINNESOTA,
Off' Newport News, Va., May 2, 1863.

SIR: The U. S. tug *Lilac* arrived in the roads from Philadelphia and reported to me for duty this morning.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding an expedition into Milford Haven, and the destruction of two schooners.

U. S. GUNBOAT COMMODORE MORRIS,
Off' Yorktown, Va., May 2, 1863.

SIR: Acting Master Thomas Andrews, commanding U. S. S. *Crusader*, reports to me to-day that yesterday morning a joint expedition from the *Crusader* and *Western World* went into Milford Haven and destroyed two schooners that had been previously boarded by the *Crusader* and reported to you. They were lying ashore and full of water. The names of the vessels were not mentioned.

* * * * *

The two captured schooners will leave for Washington, [D. C.], to-morrow morning. There is no doubt of their being prizes, as I have learned that one of the passengers of one of them went on shore to make arrangements to land the goods, but the vessels were seized in the meantime.

The trunk containing bills of lading not on the manifest, belonging to this passenger, is now on board one of the schooners, and in addition to the fact of a great portion of the goods not being down on the manifest, the manifest itself is dated the day before the bills of lading were made out. The hulk picked up by Captain Gregory, of the *Western World*, is lying here and would be of great service to put coal in. The demurrage on vessels lying here would thus be saved to Government.

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

J. H. GILLIS,
Lieutenant-Commander.

Acting Rear-Admiral SAMUEL P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of prizes at Beaufort, N. C., condemned as unseaworthy.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 2, 1863.

SIR: Captain Case, under date of April 24, informs me that of the prize vessels now at Beaufort which have been condemned as unseaworthy, the *Time* has been sent north for adjudication. The *Coquette*, represented by a board of survey to be "an old and worthless vessel of about 40 tons, without sails or rigging," and requiring an expenditure of at least double her present value to make her seaworthy, is to be towed to Hampton Roads by the *Daylight* if her commanding officer thinks it can be done safely. The *Brilliant* is represented to be seaworthy and will be sent north. The *J. C. Roker* by the same board is reported to be an old vessel of about 150 tons, requiring, to be made seaworthy, "a new suit of sails, running rigging, and a new mainmast, which outlay would exceed the present value of the vessel."

I learn from a report from Beaufort dated February 14 that the sails of the *J. C. Roker* were used to fit out the schooner *A. Colby*, damaged in a humane effort to rescue a boat's crew of the U. S. S. *Rhode Island*. By a letter of March 12 I am informed that these sails were worth \$20.

I would respectfully ask if I am authorized in this case, in that of the *Coquette*, if she is not thought fit to be towed here, and in other similar cases of absolute unseaworthiness, to order a sale of them at public auction, as directed by the Department February 25 in the case of the prize schooner *Holmes*, a full report of the facts being made in each case to the district attorney of one of the prize districts, and the proceeds of the sale being held subject to the order of the court.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Endorsement.]

Can, in case of unseaworthy vessels, proceed as in case of the *Holmes*.

Report of Captain Boggs, U. S. Navy, regarding the capture of the British schooner Wanderer, from Nassau, New Providence.

U. S. S. SACRAMENTO,
Off Western Bar, Wilmington, N. C., May 2, 1863.

SIR: I have the honor to inform the Department that I got underway from this place last evening in chase of suspicious vessels off the end of the shoal, overhauling them at 8 p. m., and found them quartermaster's vessels bound to New Orleans. During the night steamed slowly along the land to the westward, and at daylight this morning, off Murrell's Inlet, in 7 fathoms of water, captured the English schooner *Wanderer*, from Nassau, cleared for Beaufort, N. C., loaded with salt and herrings.

Her captain, W. C. Jones, admitted to me that he intended running into the inlet, and would have run her on the beach if he could. W. C. Jones is Scotch by birth, but informs me that he has been a resident of the South for many years, and has a family (wife and children) residing at High Point, between Raleigh and Charlotte, N. C. Therefore, I consider him as a citizen of the United States. The vessel being small and leaky and of but little value, I have ordered her to Philadelphia instead of Boston.

Respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Daylight and H. B. M. S. Rinaldo.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 3, 1863.

SIR: The U. S. S. *Daylight* arrived last evening from the blockade off Wilmington for repairs.

H. B. M. S. *Rinaldo* proceeded to sea from the roads yesterday afternoon.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Urann, U. S. Navy, of the capture of the schooner Alma, from Bermuda.

U. S. BRIG PERRY,
Off New Inlet, North Carolina, May 3, 1863.

SIR: I have the honor to report that while lying at anchor off Rich Inlet on the 2d instant a sail was reported from aloft, standing north, on the wind, the wind being to the eastward.

At 10 a. m. we weighed anchor and stood on a wind to the S. E., the schooner passing to the north of us about 10 miles.

At 1 p. m. we tacked ship to the northward, and at 1:30 made the schooner close under the land, standing S. W. As soon as she saw us, she hauled by the wind to the S. E. She was evidently trying to run into New Topsail Inlet.

She is loaded with 1,400 bushels salt and a lot of liquor; her name is the *Alma*.

One of the hands belonging to her states that this is her third attempt.

She cleared from Bermuda for Beaufort, N. C. The mate of the schooner is a Wilmington pilot and left Wilmington eight months ago by running the blockade in the steamer *Zenobia*. I believe she was attempting to run the blockade and have seized her. She hails from Bermuda.

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

WM. D. URANN,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Engagement between the U. S. steamers Chocura and Maratanza and a Confederate force in Murrell's Inlet, May 3, 1863.

Report of Commander Scott, U. S. Navy.

U. S. S. MARATANZA,
Off Murrell's Inlet, South Carolina, May 3, 1863.

SIR: I have to inform you that in obedience to your order I arrived in company with the *Chocura* off this place at 6 a. m. this morning.

Both vessels being anchored in 15 feet of water, fire was opened upon the four schooners at anchor in the inlet, several shells taking effect, causing more or less injury to the vessels. No enemy being in sight, a boat in charge of Acting Ensign J. C. Gibney was sent in to reconnoiter. Soon after the landing of the officer and crew a heavy fire of musketry was opened upon them from a large rebel force concealed behind the sand hills, causing the death of Benjamin P. Head, landsman, and the wounding seriously, but not dangerously, of Charles Clancey, landsman. Immediately upon the appearance of the rebels in force, fire was opened upon them by this vessel and the *Chocura*, which forced them to retreat with a loss of several killed and wounded, and enabled the boat to take Mr. Gibney and party from the beach.

I am convinced from the rebel forces at this place of the utter impracticability of attempting a boat expedition for destruction of the vessels, as the route is long, circuitous, and protected for a great distance by thickly wooded banks, affording the best possible cover for the large number of infantry now collected here.

Very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Captain CHAS. S. BOGGS,
Senior Officer off Wilmington, N. C.

Report of Lieutenant-Colonel Yates, C. S. Army.

HEADQUARTERS FOURTH MILITARY DISTRICT,
Georgetown, [S. C.], May 5 [4], 1863.

CAPTAIN: I have the honor to report that on yesterday at sunrise two of the enemy's vessels appeared off Murray's [Murrell's] Inlet, commenced and continued shelling until 11 a. m., when they sent a boat ashore with seven men, five of whom landed on the beach for the purpose, we suppose, of burning the vessels now lying there. Our men attacked them, killing one and wounding three, apparently seriously, as they had to be assisted into the boat. It appears that some of our men were discovered by them too soon to admit of the capture of the others. Major Emanuel in his report* mentions Private T. G. Britton as having behaved with great gallantry. Arms of the man killed and three wounded I have turned in.

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

JOSEPH A. YATES,
Lieutenant-Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, proposing a joint expedition.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 1, 1863.

GENERAL: In view of Major-General Hooker's present movement, and of the fact that you have a very considerable army in this Department—say 30,000 troops—and understanding to-night that the enemy had disappeared from before Suffolk, I respectfully and earnestly propose to you a joint expedition to take Fort Powhatan, Petersburg, and perhaps Richmond.

I am ready to move at a moment's notice, and will cooperate with you in any or every way possible.

My gunboats and a few companies will hold your posts at Suffolk and Yorktown.

The opportunity for striking a great blow is such as rarely presents itself in the history of nations. I am confident you will improve it.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General John A. Dix, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army, desiring to know what military posts require naval defense.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 1, 1863.

GENERAL: In view of the recent, sudden, and extraordinary calls made upon me for naval defense of military lines and positions, I consider it to be my duty to request you to inform me what military posts

* Not found.

or occupations in your department require, in your judgment, naval defense, for what reason, and to what extent.

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General JOHN A. DIX, U. S. Army,
Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., May 4, 1863.

SIR: The following is the present disposition of the vessels belonging to the North Atlantic Blockading Squadron:

Vessels.	Station.	Remarks.
Minnesota	Off Newport News.....	
Sangamon	do	
Lehigh	do	
Galena	do	
Ossipee	do	
Daylight	do	Undergoing survey for repairs.
Mystic	do	Do.
Lilac	do	Tug; broken balance wheel.
Young America	do	Tug; picket duty.
Cohasset	do	Tug.
Philadelphia	do	Dispatch boat.
Morse	At navy yard.....	Repairing.
Mount Washington	do	Do.
Seymour	do	Do.
Wyandotte	Norfolk, Va.....	Guard ship.
Young Rover	Hampton Roads	Guard ship off Fort Monroe.
Brandywine	do	Storeship.
Charles Phelps	do	Do.
Roman	do	Ordnance store hulk.
Ben Morgan	do	Do.
Houghton	do	Ordnance bark; five other vessels with ordnance stores.
Flambeau	do	Not belonging to this squadron; waiting orders from Washington.
Commodore Morris	York River and coast of Chesapeake.	
Western World	do	
Crusader	do	
Sam'l. Rotan	do	Schooner.
Maaska	Baltimore.....	Repairing.
General Putnam	do	Do.
Cambridge	Boston.....	Do.
Hetzel	Sounds of North Carolina.....	
Miami	do	
Hanchback	do	
Commodore Perry	do	
Southfield	do	
Underwriter	do	
Whitehead	do	
Lookwood	do	
Shawsheen	do	
Henry Brinker	do	
Corce	do	
Delaware	do	
Louisiana	do	
Commodore Hull	do	
Valley City	do	
Granite	do	
Albemarle	do	Store vessel at New Bern.
Wm. Badger	Beaufort, N. C.....	Store vessel.
Arletta	do	Ordnance vessel.
Iroquois	Off New Inlet and coast to northward.	
State of Georgia	do	
Florida	do	

Vessels.	Station.	Remarks.
Nippon	Off New Inlet and coast to northward.	Left Hampton Roads yesterday.
Mount Vernon	do	
Perry	do	Brig.
Wm. Bacon	do	Schooner
Penobscot	do	
Sacramento	Off Cape Fear River and coast to southward.	
Dacotah	do	
Maratanza	do	
Choicura	do	
Monticello	do	
Victoria	do	
Matthew Vassar	do	Schooner.
Violet	do	Tag.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Truxtun, U. S. Navy, regarding the capture of the sloop Express, from Nassau, New Providence.

U. S. S. CHOCURA,
At Sea, off Coast of South Carolina, May 4, 1863.

SIR: I have to inform you that this vessel under my command has this day seized the sloop *Express*, from Nassau, New Providence, bound to Wilmington, N. C., with a cargo of salt. At the time of her seizure she was in latitude 32° 25' N., longitude 79° W., in 4½ fathoms water, standing in for the land.

She has no flag, no register, manifest, clearance, nor sea letter. Her master, P. L. Casey, informs me that she is owned in Charleston.

The U. S. S. *Maratanza* was in company at the time of the capture.

One of the crew of the *Express* was captured by this vessel in November last on board a Confederate schooner.

She has been sent to Philadelphia for adjudication in charge of Acting Master's Mate William W. Leonard.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Letter from the Acting Chief to the Chief of the Engineer Bureau, U. S. Army, regarding the opening of a passage through the obstructions for the U. S. S. Richmond.

ENGINEER BUREAU,
Richmond, Va., September 10, 1863.

COLONEL: Enclosed I send you a communication* from the Secretary of War, directing the construction of a passageway through the

* Not found.

obstructions for the ironclad steamer *Richmond*. I enclose you also a tracing of a drawing in my possession, showing the two upper lines of obstructions, with depths of water at ebb tide. I have studied the question with some care, and think the opening, if made, should be on the north side of the river as near the bank as possible. The gateway may be arranged as shown below, although further study may greatly improve the idea.*

The bottom of the passageway would of course have to be kept leveled with *pierres perdues*, so that the lighter when sunk would come to the low-water level. There is some difference of opinion as to the propriety of making the passageway, and it would certainly seem of doubtful policy to send below an ironclad vessel with inferior single-acting engine, at least if we are to form any judgment from recent disasters. The whole question is now naturally referred to you as Chief Engineer of the Department of Virginia. It would seem an easy matter to raise the crib of the second line of obstructions, which one is too low, to the level of low water. It is here mentioned as a matter of importance.

Very respectfully, etc.,

ALFRED L. RIVES,
Acting Chief of Engineer Bureau.

Colonel J. F. GILMER,
Chief Engineer, Department of Northern Virginia.

Report of the Colonel Commandant U. S. Marine Corps, urging the need of buildings at Drewry's Bluff.

HEADQUARTERS U. S. MARINE CORPS,
Richmond, Va., September 20, 1862.

SIR: The bleak and exposed condition of Drewry's Bluff makes it necessary, in order to preserve the efficiency of the marines stationed at that point, that they should be protected from the inclemency of the weather during the approaching winter by temporary buildings. Besides contributing greatly to the health [and] comfort of the men, placing them under such shelter would render them more contented with their condition and thereby have a tendency to prevent desertion.

The estimated cost of putting up the buildings required is \$15,000, for which sum an appropriation by Congress is needed.

The principal item of expense in the estimate is lumber, which would be useful for public purposes should the buildings not be required beyond the winter.

Very respectfully, etc.,

LLOYD J. BEALL,
Colonel Commandant U. S. Marine Corps.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Hon. James Phelan, of Mississippi, to the President of the Confederate States protesting against the removal of obstructions in the James River.

PETERSBURG, [VA.], October 20, 1862.

MY DEAR SIR: Although barely able to hold a pen, from illness, I am constrained to write a line in regard to a movement I learn is now

* Drawing omitted.

being made. I am informed that the obstructions are now being removed from the James River, so as to admit the passage of our boats. In my humble opinion, it is a ruinous step. I understood from Mr. Mallory that this would not be done. That the *Richmond* and her consort would remain above the bluff. That the obstructions ought not to be removed is the unanimous opinion of the country. I would prefer that the James River should, for the time being, be dried up. Let not the desire of some naval officer to make a name deceive the Government into an act apparently so rash. The news of the removal of the obstructions will startle the country. I would not hazard it to insure the destruction of a dozen Northern vessels. Should the *Richmond* be lost or blown up, as she probably will be, the execration of the country upon the Naval Department at least will be unparalleled. If the obstructions are permitted to remain and the boats lay above, we may safely rely on the defense of the capital by a water attack. Let them be strengthened. I presume it is only an opening which it is expected we can suddenly close, and I predict evil from the step. But I can write no more.

Truly,

[JAMES] PHELAN.

Hon. JEFF. DAVIS.

[First endorsement.]

Secretary of Navy: Please note and return with remarks.

J. D.

[Second endorsement.]

I have replied to Senator Phelan that no design to remove the obstructions exists; that when it shall become expedient to send a vessel down the river an opening may be made and closed again, but that time can only determine whether such a step will become expedient or not.

S. R. MALLORY,
Secretary of Navy.

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, regarding the procuring of iron for boats under construction.

NAVY DEPARTMENT, C. S. A.,
Richmond, October 28, 1862.

SIR: We can complete ironclad boats for the defenses of the North Carolina waters and build floating batteries in them if we can procure iron, and I submit to you the question of removing the iron from the Portsmouth and Weldon or the Norfolk and Petersburg road. If your Department can dispense with the use of either or both roads in military defenses, I will at once proceed to remove the iron. Be pleased to let me have your views as early as practicable.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. G. W. RANDOLPH,
Secretary of War.

[Endorsement.]

OCTOBER 29, 1862.

Inform the honorable Secretary that orders have been repeatedly issued to remove the iron of these roads, but that the pressure of the enemy has so far rendered their operations impracticable.

G. W. RANDOLPH,
Secretary of War.

Order of the Chief of Bureau of Orders and Detail to Flag-Officer Barron, U. S. Navy, to assume command of naval forces in the waters of Virginia.

NAVY DEPARTMENT,
Bureau of Orders and Detail, November 3, 1862.

SIR: You are hereby detached from duty connected with the defenses of the Cumberland and Tennessee rivers, and you will assume command of the naval forces in all the waters of Virginia, hoisting your flag upon any vessel of your command which you may deem proper.

Respectfully, etc., your obedient servant,

F. FORREST,
Chief of Bureau.

Flag-Officer SAML. BARRON,
Richmond, Va.

Letter from the Secretary of the Navy of the Confederate States to the governor of North Carolina, requesting the transfer of railroad iron for ironclads.

NAVY DEPARTMENT, U. S. A.,
Richmond, Va., November 4, 1862.

SIR: Commander Cooke, sent by me to North Carolina to obtain iron for plating the gunboats being built for the defense of the State, has returned without having accomplished this object. He reports that you have the control of a quantity of railroad iron, and I therefore address myself to you upon the subject.

To enable the boats to resist the guns of the enemy their armor must be at least 4 inches thick, placed at an angle of at least 36 degrees. This armor, from the limited power of our mills, we are compelled to roll into plate 2 by 7 inches and 10 feet long, and to put them on the vessels in two courses. If you will let the Department have the rails and facilitate its transportation to Richmond they will be immediately rolled into plates for the vessels in question and for such other defenses as we may build in the waters of your State.

Commander Cooke will remove the iron if you consent to its transfer and will arrange the compensation according to his instructions.

Please telegraph your reply.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

His Excellency Z. B. VANCE,
Governor of North Carolina.

Letter from the Chief of the Engineer Bureau, U. S. Army, to Commander Cooke, U. S. Navy, transmitting correspondence regarding the defense of the Neuse River.

ENGINEER BUREAU, November 4, 1862.

CAPTAIN: Colonel Walter Gwynn sends the following extract from a letter of yours to him:

According to the understanding with you in Richmond, I have commenced work at White Hall, and if you think the river [Neuse] can not be defended in time to protect the work, I will thank you to inform me of the fact through Colonel Gilmer or the Secretary of the Navy.

To which Colonel G[wynn] replies in his letter to me:

My opinion is that with a sufficient force the obstructions we are placing in the Neuse River can be defended against any force the enemy are likely to send against it. They, as well as the land defenses, will be completed, I think, in six weeks; but unless the south side of the Neuse is occupied, if the enemy possesses any enterprise at all, they will most assuredly destroy the gunboat which Commander Cooke is building at White Hall. A force stationed at White Hall might, however, prevent such a disaster. You will please communicate this opinion to Commander Cooke.

If further information with regard to troops for defense be desired, it is respectfully suggested that Major-General S. G. French, commanding at Petersburg, be addressed on the subject.

Very respectfully, yours,

J. F. GILMER,
Colonel and Chief of Engineer Bureau.

Captain [Commander] JAMES W. COOKE, U. S. Navy,
White Hall, N. C.

Order of the Chief of Bureau of Orders and Detail to Flag-Officer Barron, U. S. Navy, designating the vessels to compose the James River Squadron.

U. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, November 6, 1862.

SIR: The following-named vessels will compose the squadron under your command for the present, viz: U. S. steamers *Richmond, Patrick Henry, Hampton, Nansmond, Torpedo, Dredgry, and Beaufort.*

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau, etc.

Flag-Officer S. BARRON,
Commanding, etc., Richmond, Va.

Letter from the Adjutant and Inspector-General's Office to Brigadier-General French, U. S. Army, regarding the boundaries of the proposed Wilmington district.

RICHMOND, VA., November 13, 1862.

Brigadier-General W. H. C. Whiting, having been assigned to Wilmington, N. C., for the defense of the Cape Fear, will report directly to Major-General G. W. Smith. The Secretary of War desires your opinion as to what should constitute the boundaries of the proposed Wilmington district.

Very respectfully, etc.,

JASPER S. WHITING,
Assistant Adjutant-General.

Brigadier-General S. G. FRENCH,
Commanding, Petersburg, Va.

Report of Brigadier-General Whiting, C. S. Army, regarding the importance of defending Wilmington, N. C.

CAPE FEAR DISTRICT,
Warsaw, N. C., November 11, 1862.

SIR: I beg leave to call the attention of the Department to the position of Wilmington and its vital importance in this war. There are now but three great harbors on our coast not in possession of the enemy—Charleston, Mobile, and Wilmington. Of these, Charleston, though its capture would be a severe blow to us and an occasion of great triumph to the enemy, and have serious effect on the war at home and abroad, is not a point of such strategic importance in the present position of affairs as the other two. Their capture destroys two great arteries of communication, now more than ever necessary since the loss of the Mississippi; cuts two great lines of telegraph; renders Charleston of little avail to us, should it prove impregnable, as an importing point for war material, and affords by rivers and roads most effective basis by which the enemy may extend their power to the interior, endangering at once the armies of the east and west, on which now the hopes of the country rest. These two points, Mobile and Wilmington, are, from local circumstances, exceedingly difficult to defend, the latter especially.

I speak advisedly, from long service at all of these cities in the engineer service of the United States. Though nearly all that may be said on the subject in regard to Wilmington will apply locally as well as generally to Mobile, it is with the former I now have to do. It is of the last importance to hold the port. In the fall and winter the blockade is exceedingly difficult, owing to Cape Fear, a dangerous point on the coast, which, with its extensive shoals, extends far to seaward between the two entrances to the harbor. The prevalence of southeast weather at the main entrance, while it is very dangerous for vessels outside, forces them to the northward of the cape and gives easy access to vessels running the blockade. In like manner the northeast gales drive the enemy to shelter to the southward of the cape and clears the New Inlet or upper entrance. The river affords great facilities for building gunboats. Two are already there ready for their iron. Their completion ought not to be left to chance, for either of them would compel most extraordinary preparations on the part of the enemy and undoubtedly enable us to hold the port for a great length of time, and time is much with us now. Once in service and there is nothing to prevent the building of a fleet of similar vessels. Along the sound, in the immediate vicinity of the river, are extensive works producing 3,000 bushels of salt daily. This important supply depends entirely on our holding the port. I mention these considerations as worthy of attention, but subordinate to the great strategic importance of the plan in relation to the progress of the war.

As to its defense and the difficulties of the problem, it will be seen by reference to the map that the two entrances, 7 miles apart, separated by Smith's Island, are isolated from mutual support by the river itself. As the works defending them (not, by the way, of strength commensurate with the object) are liable to separate attacks both by sea and land from the northward and southward, the supporting force is liable to be divided. This difficulty would not be so formidable were our means of boat transportation greater, but as we stand it is very much so. The series of swamp lands and bayous which separate Oak Island for a considerable distance from the mainland form an additional and serious obstacle to

the relief of Fort Caswell, the work designed to protect the main entrance. The fall of one, though so far apart, will necessarily result in that of the other, and thus, without mutually assisting in the defense of either, the safety of either of these important positions depends on the other. This is owing to the fact that the Cape Fear, from 8 to 10 miles from the mouth, spreads over extensive shoals, with the channel so far from the land that artillery can scarcely be placed so as effectually to prevent the access to the upper river from being cut off, and with it the river communications to the forts. In addition, though the forts command the entrances, which are comparatively narrow, neither of them has any control over the harbor nor the inside anchorages, while we are prevented by want of means from increasing our batteries on the mainland so as to render the harbor unsafe for the enemy after a successful passage of the entrances. The distance of the city is an unfavorable element in the matter—21 miles to Fort Fisher and 28 to Fort Caswell, with the three routes, the river and the roads by either bank. The roads are extremely heavy, passing through tracts of deep sand. The city, again, though 24 miles from its harbor, is but 6 miles from the sea, and may be attacked from the sounds by way of Topsail and Swansboro without any attempts on the forts, and this in the present position of the enemy is not unlikely. In the event of his success the forts must fall without resistance. In this condition of things the presence of a strong maneuvering force is indispensable and its necessity immediate, no matter how strong we may be able to make the forts or how perfect the arrangements for obstruction; and as both our means and time are limited, the supporting army must be in readiness. That granted, though the odds are more favorable to the attack than the defense, the enemy may be afraid to undertake it. I have mentioned the difficulties of the defense to show how urgent is the necessity of the force. There is another consideration which deserves attention. The fact that once in his possession, all the circumstances now so favorable to us are of advantage to him, and the means to drive him out must be so extraordinary and so disproportionate to those now needed to defend it that I fear we should be altogether unable to regain the place. The Cape Fear, navigable to Fayetteville, gives him a barrier on the south impassable to us, near the city especially, where the river, separating into several channels, forms directly opposite the broad and swampy rice lands of Eagle's Island. The North East Branch, on the other hand, with the great Holly Shelter Swamps extending along its east bank for 20 or 30 miles and close to the sounds, would entirely defend him (taken in connection with his inexhaustible means of support and reenforcement from the seaward) against attack from the northward. All the means in our power, therefore, or rather all that can be spared from points equally menaced, though perhaps not so important, should be put forward at once. To retain this position 10,000 effective men, with four to six field batteries, is the least force I can recommend as to the supporting corps for its defense. If this can not be had we must trust to God in what we have, small as it is, and the blindness of the enemy. Why he neglected this place and struck at New Berne is more than I can tell. I may add that the danger of its reduction is more imminent from the disorders consequent on the pestilence which has desolated the unfortunate city. Preparations have been suspended, the garrison reduced and withdrawn, the workshops deserted, transportation rendered irregular and uncertain, provisions, forage, and supplies exhausted. Unless therefore more speedy measures for reenforcement and relief be adopted, I have great apprehensions of a successful *coup de main* on

the part of the enemy. Even a lodgment or the successful passage of one of the forts by even one or two of his gunboats would be a most serious matter, and as things now stand there is little to prevent such disaster. Having been assigned to this important charge but a few days since, I am not yet prepared to say whether the dispositions adopted are altogether such as I would recommend. No doubt in general they are the best which circumstances would permit. It is now, however, too late to undertake changes, perhaps also to make additions, unless in the all-important matter of the supporting troops, and that I have hurriedly endeavored to set forth.

In conclusion, I beg leave to refer you to a communication of this date to Major-General Smith, relative to the securing of the large amount of rice, etc., in the vicinity.

Respectfully urging these remarks upon your attention, and requesting their consideration by the President, I remain, very respectfully, your obedient servant,

W. H. C. WHITING,
Brigadier-General, Commanding.

Hon. GEORGE W. RANDOLPH,
Secretary of War, Richmond, Va.

[Endorsements.]

NOVEMBER 20, 1862.

Referred to Major-General G. W. Smith.
By order of the Secretary of War:

JOHN A. CAMPBELL.

Respectfully returned.

It is certainly desirable to increase the force at Wilmington, but at present I have not the means of doing it. An extract from General Whiting's letter to me has been forwarded to General Lee, but under present circumstances I have reason to believe that he has no force to spare. General Whiting's remarks about the rice in his vicinity have been submitted to the commanding general. When the pressure of the enemy on the north will permit, forces should, and I have no doubt will, be detached south of James River. Until such time I do not see how the permanent force at Wilmington can be materially increased; but in emergency all disposable force within reach would be sent at once to the support of this or any other important point in imminent danger of immediate attack by superior forces.

G. W. SMITH,
Major-General.

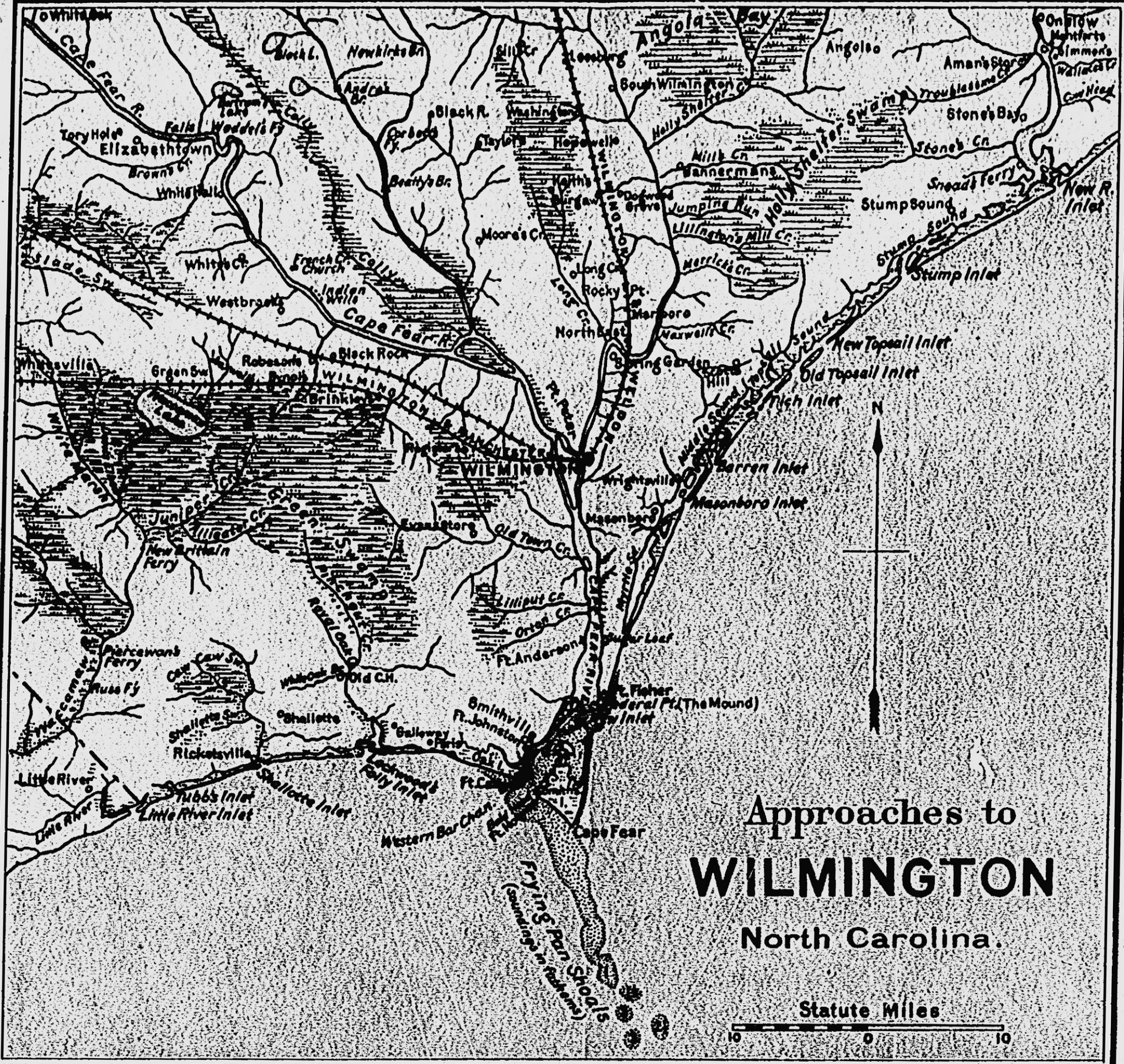
This has been adequately attended to by General Smith.

J. A. SEDDON,
Secretary of War.

Report of Lieutenant Davidson, U. S. Navy, regarding experiments with submarine batteries.

C. S. S. TORPEDO,
Submarine Batteries, James River, Va., November 18, 1862.

SIR: I have the honor to report that on the 14th instant I experimented with the Boynton galvanic battery, improved by Mr. [R. O.] Crowley, the electrician of this party, upon fulminate and rifle powder, and found that the former was exploded at three-quarters and the



Approaches to WILMINGTON

North Carolina.

Statute Miles



latter at one-half mile of circuit through the agency of partially insulated wire and using only twenty cups in the galvanic battery. I then placed two tanks (at different hours of the day) in 2 fathoms water, one containing 75 and the other 200 pounds of powder, the tanks having been a few days before raised from where they had been in 4 fathoms water for five months. They were connected with twenty cups of the Crowley-Boynton battery by a 1,000-yard circuit of partially insulated wire. Over the 75-pound tank I moored a 10-ton sloop, and in two and one-half seconds after the closing the galvanic circuit by connecting the wires from the battery the tank exploded, completely destroying the boat and throwing a column of water 30 feet in diameter about 45 feet high. My belief is that any small vessel, say not exceeding 50 tons, would have been destroyed or sunk by the explosion when 10 feet from the center of the column. The 200-pound tank was exploded under precisely similar circumstances, and in the same time after closing the circuit. The explosion threw a column of water 60 feet in diameter about 75 feet high, and some fragments of the wrecked sloop and some timber moored over the tank were thrown over 100 feet high. I think that any ordinary sized gunboat or other vessel would have been sunk or destroyed when within 30 feet of the center of the column. The application of the Crowley-Boynton galvanic battery is a vast improvement upon the Wollaston batteries we have been using, and enables us to operate at any point with little expense or trouble where two men can be stationed in safety. The experiments were more satisfactory than I had been led to expect, and establish the efficiency of the submarine batteries we are now preparing for the river, and hope to have done this week if the Tredegar Works do not again disappoint us. I will forward you in a few days Mr. Crowley's detailed report of the construction of his battery, together with its relative efficiency, cost, size, weight, etc., to the Wollaston battery we have been using.

I have the honor to be, very respectfully, your most obedient,
 HUNTER DAVIDSON,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from the Governor of North Carolina to the Secretary of the Navy of the Confederate States, regarding the furnishing of railroad iron for the gunboats under construction.

EXECUTIVE DEPARTMENT OF NORTH CAROLINA,
 Raleigh, November 21, 1862.

DEAR SIR: Upon consultation with the directors of the Atlantic and North Carolina Railroad Company, I have concluded to let you have the iron for the gunboat building on the Neuse River if you will get it from the torn-up portion of the road nearest the enemy. In consideration of the alarming condition of our main roads (the iron giving way, etc.), it is deemed advisable that the iron taken from the Atlantic road, which is nearly new, be exchanged with the other roads for their damaged rails, which I am told will answer for rolling as well as the others. The bolt iron of the destroyed bridges across the Neuse you can also have.

In regard to the other boat in the Tar or Roanoke, I think you ought to furnish with iron from the Seaboard and Roanoke Road, which is

close on hand and is principally the property, as I am informed, of an alien enemy.

Please let me know if these propositions meet your approval. The railroad company, of course, expects to accept your proposition for providing for a return of the iron.

Very respectfully, your obedient servant,

Z. B. VANCE.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of the Secretary of the Navy of the Confederate States to Lieutenant Dozier, U. S. Navy, to proceed to special duty at Wilmington, N. C.

U. S. NAVY DEPARTMENT,
Richmond, November 21, 1862.

SIR: You are hereby detached from the command of Flag-Officer Ingraham and you will proceed to Wilmington, N. C., and report to Flag-Officer William F. Lynch, commanding, etc., for special duty.

I am, respectfully, your obedient servant,

F. FORREST,
For Secretary of the Navy.

Lieutenant W. G. DOZIER, U. S. Navy,
Charleston, S. C.

[Endorsement No. 1.]

Forwarded by D. N. Ingraham, flag-officer, November 25, 1862.

[Endorsement No. 2.]

Reported December 3, 1862.

W. F. LYNCH,
Flag-Officer.

Order of the Secretary of the Navy of the Confederate States to a board of officers, U. S. Navy, for the examination of the defenses at Drewry's Bluff.

U. S. NAVY DEPARTMENT,
Richmond, Va., November 22, 1862.

GENTLEMEN: You will please examine carefully all the guns at Drewry's Bluff under the command of Captain Lee, their character and positions, the magazines, hot-shot furnaces, the river obstructions at that point, and the defenses generally, including the seamen and marines, and report thereon as early as practicable. The careful adjustment of the uniform graduated sights to all the guns, the position of the 7-inch Brooke gun, and the sufficiency of its casemate, the magazines, furnaces, and the river obstructions are specially called to your attention.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer F. FORREST.
Flag-Officer SAMUEL BARRON.
Captain S. S. LEE.
Commander R. G. ROBB.
First Lieutenant R. D. MINOR.
First Lieutenant WADDELL.

Letter from Flag-Officer Lynch, U. S. Navy, to the Secretary of War of the Confederate States, requesting the transfer of men from the Army to the Navy for duty in the inland waters of North Carolina.

NAVAL COMMANDANT'S OFFICE,
Wilmington, N. C., December 2, 1862.

SIR: Adjutant-General Cooper some time since informed me that men in the ranks of the Army who were mariners by profession would by your predecessor be detailed, on application, for the naval service, provided they were not in the face of the enemy.

As commander of the naval defenses of North Carolina, I submitted last month to General French, at Petersburg, and to Governor Vance, at Raleigh, a plan for defending the inland water courses of North Carolina against marauding expeditions of the enemy by means of movable batteries of heavier caliber than howitzers. Both promised cooperation, but without the sanction and interposition of the authority of your Department, there is no hope of success.

My purpose is to raise men accustomed to the water—for at times it may be necessary to take to the water—divided into three companies, with two light 32-pounders each, to be posted, respectively, at intermediate points between the Chowan and the Roanoke, the Roanoke and the Tar, and the Tar and the Pamlico rivers, the inland position to be as near as possible and equidistant to the two streams between which it lies, the roads to be kept in good condition both to the rivers and for some distance down their banks, and lines of signals, consisting of red, white, and black canvas balls, to be established by isolation of trees denuded of their branches from central positions to remotest look-out points. By this means, upon first intelligence of the enemy ascending one of the rivers, two of the batteries, one on each side, could be transported to that river's bank to defend it. These movable batteries, unlike fixed ones, will not require protecting forces, and in the event of a flank movement by the enemy it is proposed to have roads from central positions to the railroads for transportation of batteries; and as the soil of North Carolina between the delta and the mountains is sandy, it, by consequence becomes more indurated than softened by the winter rains. There are many men now in the camps who, from their former pursuits, are admirably fitted for such an undertaking, and I respectfully ask your permission to procure their names and, they consenting, your authority for their transfer to the rolls of the Navy. It would be mere platitude to speak of both professions being embarked in one common cause, etc. Your intelligence will decide what is practicable, and its decision will be enforced by patriotism.

I have the honor to be, very respectfully, your obedient servant,
W. F. LYNCH,
Flag-Officer, U. S. Navy.

SECRETARY OF WAR,
Richmond, Va.

Report of Flag-Officer Forrest, U. S. Navy, advising that vessels entering James River be required to employ Richmond pilots.

COMMANDANT'S OFFICE,
Richmond, December 2, 1863.

SIR: It is perhaps necessary for me to state for the information of the Department that the French vessel of war *Grenade*, now at an

anchorage at City Point, has a river pilot on board, who, I understand, took the oath of allegiance to the Yankee Government, and whose name is Cunningham. An opportunity is thereby afforded to the enemy to obtain important intelligence from our lines. As several vessels may soon be expected up this river as far as City Point for the purpose of taking off the tobacco purchased by the French Government, each of which will probably require the services of a pilot, I respectfully suggest that some action be taken to prevent them from coming beyond Newport News until they are furnished with pilots from this city. When the vessels reach that anchorage, the pilot can be sent to them by flag of truce. If this be not done, the enemy will reap advantages by obtaining not only a better acquaintance with the navigation of the river, but also an opportunity of communicating with the disloyal persons who, we have reason to believe, infest our neighborhood. Added to this, it will be giving to the pilots in the enemy's lines a decided advantage over ours in a pecuniary sense, which, if possible, should be avoided. Should this communication be deemed of any importance, I respectfully submit to the Department whether it would not be advisable that some such arrangement be made before the *Grenade* leaves our waters.

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

F. FORREST,

Flag-Officer, Commanding James River Squadron and Station.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of Flag-Officer Lynch, U. S. Navy, to Lieutenant Dozier, U. S. Navy, for a survey of Cape Fear River to Fayetteville.

WILMINGTON, N. C., December 3, 1862.

SIR: Proceed by the steamer which leaves [this] afternoon up the Cape Fear River to Fayetteville and carefully ascertain how far up 6 feet of water can be carried. Do not rely upon the statements of captains or pilots, but depend upon actual sounding.

When in Fayetteville, call upon George McNeill, esq., and request him to ascertain if one of the river steamers, owned in Fayetteville, can be purchased by the Government; and if so, to give you the name of the boat and the price asked. Desire him not to make known the wish of the Government to anyone, but to obtain an immediate answer.

You will come by the first return boat to this place, taking care to sound in places omitted going up, and will keep an extract both of the soundings and of the places upon the shore nearest to them.

Very respectfully,

W. F. LYNCH,
Flag-Officer.

Lieutenant W. G. DOZIER, U. S. Navy.

Order of the Chief of Bureau of Orders and Detail, to Acting Master Barron, U. S. Navy, to assume command of the U. S. S. Raleigh.

U. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, December 8, 1862.

SIR: You are hereby detached from the steamer *Beaufort* and will

report to Capt. S. S. Lee, commanding, etc., to take charge of the steamer *Raleigh*.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau, etc.

Acting Master SAM'L BARRON, Jr.,
Drewry's Bluff, James River.

[Endorsement.]

COMMANDANT'S OFFICE,
Drewry's Bluff, December 9, 1862.

SIR: You will take command of the dispatch boat *Raleigh* in obedience to the above order.

S. S. LEE,
Captain, Commanding.

Acting Master SAM'L BARRON, [Jr.]

General order of Flag-Officer Barron, U. S. Navy, for the restriction of intercourse on account of the prevalence of smallpox.

FLAGSHIP PATRICK HENRY,
Drewry's Bluff, December 12, 1862.

SIR: In view of the prevalence of smallpox in Richmond you will restrict all intercourse of your officers and men with the city, except that which is needful, in which case you will exercise discretion in authorizing it.

Very respectfully, your obedient servant,

S. BARRON,
Flag-Officer.

COMMANDING OFFICERS OF THE SQUADRON, INDIVIDUALLY.

Order of Flag-Officer Forrest, U. S. Navy, to commanding officers, James River Squadron, to furnish names of those who served under Lieutenant Wood, U. S. Navy, in expedition to the Rappahannock River.

COMMANDANT'S OFFICE,
Richmond, December 30, 1863.

SIR: You will be pleased to forward to me without delay a complete list of the officers and men, with their rank and rate annexed, who were detailed for service under Lieutenant Wood on the last expedition to the Rappahannock, and who for that purpose accompanied Lieutenant Hoge from your vessel.

I am, very respectfully, your obedient servant,

F. FORREST,
Flag-Officer, Commanding James River Squadron and Station.

(Copy to each of the commanding officers.)

Letter from Brigadier-General Whiting, U. S. Army, to Flag-Officer Lynch, U. S. Navy, regarding cooperative measures of defense in the Cape Fear River.

HEADQUARTERS,
Wilmington, N. C., January 5, 1863.

COMMODORE: I have received your note of yesterday, placing the naval forces under your command at my disposal for the defense of this place and requesting information as to their disposition. I am much obliged. Regarding the security of the gunboats as of the first importance, and indeed in case of disaster here the most efficient, if not the only means of reprisal upon the enemy to regain the place, I do not think their safety should be risked. In the event of a formidable attack they should be carried out of the way up the Cape Fear River. For further security I have caused batteries at three points on the river to be located, and the guns and crew of the *Arctic* should be disposed to occupy and hold these batteries against any attempt by the enemy's boats to ascend the river. This is obvious to me as the proper arrangement under the circumstances, and indeed those guns are nearly all that I have to depend upon for this important service. I will in addition, if possible, assign a small Whitworth gun to your command.

Very respectfully,

W. H. C. WHITING,
Brigadier-General, Commanding.

Flag-Officer LYNCH,
Commanding, U. S. Navy.

Letter from Major-General Smith, U. S. Army, to General Beauregard, U. S. Army, regarding measures for the defense of Wilmington, N. C.

GOLDSBORO, N. C., January 10, 1863.

MY DEAR GENERAL: Your telegram of the 8th instant was received last night on my return from Raleigh. I answered by telegraph that your opinions were well founded, but that I thought the difficulty you suggested in getting the troops back, in case the ironclads pass the forts and get into the Cape Fear, could be obviated. It is very important for the Confederate Government to hold Wilmington, and it is almost absolutely necessary to this State. They can not take Wilmington by land, I think, if General Gist with the troops he had there before is in the place in time to maneuver in front and check their approach. I have here and at Kinston a little over 5,000 men. There are three regiments at Rocky Mount, half way from Goldsboro to Weldon, and three at Weldon. I hope that General Lee will yet see in time the necessity for transferring a portion of the forces now in front of Fredericksburg to this State, which I feel assured is to be the theater of active operations this winter and spring. If we can hold Wilmington and Weldon, the enemy, if they penetrate the interior of the State, can not hold themselves there. But if they succeed at Wilmington, and once get possession of it, we will never get it away from them. My opinion is that but for the storm at sea which sent the *Monitor* to the bottom, disabled the *Passaic*, and sent the *Galena* no one knows where, they would before this time have made a combined attack by sea and land upon Wilmington, and would probably have succeeded in passing

the forts with their ironclads; and if we had been caught with inadequate forces to resist and check them on land they would have had a comparatively easy time of it. But the ironclads are foiled so far, and if advantage is taken of the delay they will find themselves headed off in every direction.

I can not close this hurried letter without thanking you for the prompt and efficient assistance you so generously gave in December when we were seriously threatened, and hope that you will be able to continue it to us now. I know you will do all you can. We must combine and contrive to beat them. I am always glad to hear from you and will endeavor to write to you often.

Very respectfully and truly, yours,

G. W. SMITH,
Major-General.

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

Since writing this I have received your cipher sent to War Department October 16, 1862. The copy sent me dated January 7, 1863.

Instructions from Brigadier-General Whiting, U. S. Army, to Colonel Lamb, U. S. Army, commanding Fort Fisher, in view of expected Federal attack upon Wilmington, N. C.

HEADQUARTERS,
Wilmington, N. C., January 13, 1863.

COLONEL: I have received reports from the enemy's lines which indicate that an attack will be made both by land and water upon this place, the movement to commence to-morrow. I need not repeat the expressions of my confidence in you and your garrison and in your determination to hold your position to the last. Some contingencies may arise in which you may require instruction. Should you find that ironclads are too much for you and succeed in passing, endeavor to save and reserve some of your guns for fire on the wooden ships and transports. You will report by telegraph every hour the progress of events. I do not think ships alone can drive you out, though it is possible that ironclads may be able to dismount your guns. You will, therefore, even if the ironclads pass you, continue to hold the fort as long as you are supplied with provisions. Instruct your vedettes to patrol for any indications of an attempt to land in force below Masonboro Sound, and give me instant information. As soon as the enemy's fleet makes its appearance, send off your negro force; a steamer will be sent for that purpose. But should it not appear in time you will send them off on foot, under charge to make a forced march, say to the Riverside Salt Works, or other point where a steamer can be sent, at the same time letting this office know the point. With a firm reliance on Divine Providence, I bid you and your brave garrison Godspeed. Fight as well as you have labored and I have no fears for the result.

Very respectfully,

W. H. C. WHITING,
Brigadier-General, Commanding.

Colonel [WILLIAM] LAMB,
Commanding Fort Fisher, N. C.

Instructions from Brigadier-General Whiting, U. S. Army, to Lieutenant-Colonel Gwathmey, U. S. Army, commanding Fort Caswell, in view of expected Federal attack upon Wilmington, N. C.

HEADQUARTERS,

Wilmington, N. C., January 13, 1863.

COLONEL: We have reports from the enemy's lines which indicate that the enemy will commence a movement upon this place both by land and water to-morrow. Though our works are by no means as forward as we could wish, I am sure that everything has been done in our power and with our limited time, especially by your command. You will hold your position to the last extremity. If attacked by ironclads upon which you can make no impression or which succeed in passing you, endeavor to save some of your guns for fire upon the wooden ships or transports. As soon as the enemy make their appearance, send off your negro force. For this purpose a steamer will be sent you, but in case a steamer should not arrive soon enough, you are authorized in the meantime to impress and hold at the fort all the sailboats and small vessels about Smithville. Should it unfortunately, from want of provisions or destruction of your armament, become necessary to abandon the work, make arrangements to blow it up and destroy it as far as practicable. Send out an intelligent officer to select the best point in such an event for crossing the marsh to the mainland, and endeavor to bring off your command. The time for putting down the submarine shells is left to your judgment. The keys would seem to be the best position. I sincerely wish that the direction relative to destruction will not be tested, but relying upon God, our cause, and your brave command I hope for victory. If we are beaten, it will be through no fault of yours.

Very respectfully,

W. H. C. WHITING,
Brigadier-General, Commanding.

Lieutenant-Colonel GWATHMEY,
Commanding Fort Caswell, N. C.

[Telegram.]

CHARLESTON, S. C., January 15, 1863.

Good plan attacking monitor is to board in small boats at night, throwing bottles burning fluid in tower and bags powder in funnel of chimney.

G. T. BEAUREGARD.

Brigadier-General W. H. C. WHITING,
Wilmington, N. C.

Letter from Flag-Officer Lynch, U. S. Navy, to the Secretary of War of the Confederate States, regarding the drilling of men detailed from the Army.

NAVAL COMMANDANT'S OFFICE,
Wilmington, N. C., January 26, 1863.

I have the honor to acknowledge receipt of your letter of 22d instant, and in compliance with its request enclose extract copy of my communication of 2d December, 1862.*

*No enclosure found. See letter from Lynch to Seddon December 2, 1862, p. 851.

The threatening attitude of the enemy has confined me to this place, where we have great naval interests at stake, but if the men were furnished they might undergo preparatory training at the battery erected on the right bank of Cape Fear River for the protection of the ironclad gunboats we are constructing, and as part are drilled, detailed for the movable batteries to which my letter refers.

I am, very respectfully, your obedient servant,

W. F. LYNCH,
Flag-Officer.

Hon. JAMES A. SEDDON,
Secretary of War.

Letter from Brigadier-General Whiting, U. S. Army, to the Secretary of War of the Confederate States, stating his apprehension for the safety of Forts Fisher and Caswell in case of attack by the Federal gunboats.

HEADQUARTERS,
Wilmington, N. C., January 28, 1863.

SIR: I send you a sketch* showing the lines about Wilmington. Though not of a formidable kind, yet, manned by brave troops, they will make a stout resistance. My last information, received this morning from Beaufort, is that during the past week large bodies of troops have been moved by railroad from New Berne and put on board the transports, twenty or thirty of which have swung out into the stream preparatory to mooring. They are mostly sailing craft. There are no blockaders off the harbor this morning, which indicates that they have been called off to assist the transportation. Seven steamers from the southward arrived at Beaufort last Friday. My great trouble is the possibility of the monitors forcing their way in the outer harbor and destroying the forts, thus opening an easy and admirable base for their future operations against the city and the interior. The attack by land, if such is made, I do not fear, by reason of our advanced positions and the dispositions of his army by Major-General Smith, but the tremendous ordnance possessed by the enemy makes me apprehensive of the results of an action with the forts should wind and weather enable him to cross the bars. I have strengthened Fort Caswell by ironclad casemates; 450-pounder shot, however, are hard to fend off, either for forts or monitors. It is much to be regretted that a judicious system of obstruction has not been made for this important harbor during the two years past, time enough for executing any work of the kind. One similar to the Charleston boom (impracticable there) could readily have been placed and maintained here on the "keys" or inner bulkheads, near [Fort] Caswell and New Inlet, and in the narrow river near the city, where this would be invaluable. Such means of obstruction as I have been able to gather in the last two months I have employed; that is, scows laden with stone and two small vessels, the only ones to be had. Obstructions of this nature are objectionable here from the shifting nature of the bottom and the great extent of shoal. A channel is soon formed around them to restore the equilibrium which they disturb. Strong, open framework, or *chevaux-de-frise* of timber, iron, and chain, which would not interfere with the waterway, is the best for this coast, but that is work for which I have not been able to find the time, the workmanship, or the material. The

* Not found.

submarine mortars of General Rains may aid us. They are placed to the best of my judgment. Though the number of guns at [Forts] Caswell and Fisher is considerable, their quality is bad and caliber small. Many of the rifle guns are not banded and not to be trusted. We have but one X-inch gun and but one rifle as large as 42 in the district. I have great hopes in the inefficiency of the monitors at sea and in the difficulty of the channel. A scoundrel of a pilot has managed to go over to the enemy in the past three weeks and is now on board their fleet. I can not disguise the fact that the consequences of a successful passage will be very serious. In this respect I refer to my letter to Secretary of War of November 14 last, previous to my assuming command here, and to a consideration of the map of this section. Major-General Smith, being now in Richmond, will be able fully to inform the Department in this matter, our views being, I am happy to say for my part, identical.

Very respectfully,

W. H. C. WHITTING,
Brigadier-General.

HON. JAMES A. SEDDON,
Secretary of War, Richmond.

Letter from Lieutenant Jones, U. S. Navy, to Commander Muse, U. S. Navy, offering suggestions regarding the best mode of fighting ironclads.

U. S. S. CHATTAHOOCHEE,
Chattahoochee, Fla., February 3, 1863.

MY DEAR MUSE: Seeing by the papers that Wilmington is threatened, I venture to offer some remarks as to the best mode of fighting ironclads, partly founded upon some experience with them whilst on board the *Virginia* and at Drewry's Bluff.

It is doubtful whether we have a gun of sufficient power and penetration to do much harm to the new ironclads of the *Monitor* class. But what guns fired singly may fail to accomplish may be effected by a simultaneous concentrated fire, the guns being all aimed at the same part of the vessel, and fired, as we say in the Navy, by broadsides, or, as I believe the same idea is expressed ashore, by salvos.

It is probable that no vessel yet built can withstand the shock and concussion of a number of heavy projectiles striking the same place at the same time. If the sides are not penetrated the concussion would disable the men fighting the guns. The *Virginia* only had shells. The effect of their concussion on the turret of the *Monitor* was so great as to prevent some of her men from taking further part in the action. Even with the comparatively open and roomy deck of the *Virginia*, one of her crew who chanced to be near where one of the *Monitor's* shot struck, but not touching the roof, was for some time incapacitated from doing anything.

The point aimed at in those of the *Monitor* class should be either the port, when it presents itself, or that part of the turret next to the deck and nearest the guns fired. There might be time lost in waiting for the port. In the fight with the *Virginia* the *Monitor's* turret immediately revolved when its gun was fired, and the port was not seen again until the gun was ready for firing. If the lower part of the turret is struck it would probably be prevented from revolving, which would

diminish the efficiency of the vessel one-half, for then the lateral training would have to be done by the helm. The whole vessel would have to turn. A seaman who has experienced that difficulty can appreciate the great advantage of the revolving turret.

Should the projectile fall short, it will have the chance of the ricochet; if above, it may still strike the turret.

It is so important that the portion of the turret nearest the gun fired should be the part struck, that even when the guns are remote from each other each gun should fire at that part nearest to it; for though by so doing all the projectiles will not strike at the same place and to that extent the principle of concentration is departed from, yet the effect would be greater, as owing to the cylindrical form of the turret the projectiles would glance if striking at any other place. For vessels without turrets the water line is the vulnerable part, a certain portion of which should be the point aimed at.

Wishing you every success, I am, very truly, your friend,

CATESBY AP R. JONES,

Lieutenant, U. S. Navy.

Commander WILLIAM T. MUSE, U. S. Navy,

Wilmington, N. C.

Report of Lieutenant Wood, U. S. Navy, regarding vessels under construction at Wilmington, N. C., and means of defense for that place.

WILMINGTON, N. C., *February 11, 1863.*

SIR: Leaving Richmond on the 10th in obedience to your instructions, I reached this place on the 11th, and submit the following: Two iron-clad gunboats (four guns) were commenced here last spring, but owing to the yellow fever and the constant anticipation of an attack they have been delayed. One, ready for the iron shield, is yet two months from completion; the other three, on account of their motive power, will be deficient in speed, say from 4 to 5 knots at the best, and of course as rams their best point of offense ineffective. They will draw 12 feet; too much I fear to operate successfully in this river or on the bar. Two others of lighter draft were commenced some time ago; one on the Roanoke at Halifax, the other on the Tar at Tarboro, but owing to the want of iron the work on them is partially suspended. The only obstruction in the river is 2 miles below the city, a very unreliable and imperfect work. It is a surface one, a raft of timber moored with anchors; already the current has swept it partially out of place. At the mouth of the river, on the bar, vessels have been sunk, but owing to the nature of the bottom they soon disappear. I recommend for an obstruction rows of cribs filled with stone, echeloned across the river, only sufficiently far apart to allow vent to the current. If stone can not be had readily, then drive in the same manner piles in bunches of four, sawing them below the low-water mark. No submarine batteries have yet been placed, though some are ready. The batteries covering the water approaches, as far as I am able to judge, are well placed and admirably constructed. But the great want, the absolute necessity of the place if it is to be held against a naval attack, is heavy guns, larger caliber. With over 100 guns bearing upon the water there is but one X-inch, no XI inch, and but few 8-inch; 24s and 32s form the armament of most of the batteries. Fort Fisher, at New Inlet, is a series of sand and palmetto works, which, with proper weight

of metal, could defy any water attack. Fort Caswell, much weaker, is in a transition state; the masonry as far as possible is being covered with sand, and on two faces of the work an inclined shield covered with railroad iron and sand bags is being erected. The steamer *Cornubia*, on her second trip, has just left for Bermuda, and this morning the *Giraffe* returned safely. There is a perfect accord between the military and naval commanders; both are working with spirit.

Respectfully, etc., your obedient servant,

J. TAYLOR WOOD.

The PRESIDENT.

Order of the Secretary of the Navy of the Confederate States to Acting Master Barron, U. S. Navy, to proceed to special duty at Charleston, S. C.

U. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, February 18, 1863.

SIR: You are hereby detached from the steamer *Raleigh*, and you will proceed to Charleston, S. C., and report to Flag-Officer Ingraham, commanding, etc., for special duty under Lieutenant Webb, U. S. Navy.

By command of the Secretary of the Navy:

I am, respectfully, your obedient servant,

F. FORREST,

In Charge.

Acting Master SAML. BARRON, Jr., U. S. Navy,
Drewry's Bluff.

Call at this office immediately to see about transportation of men from Commodore Barron's command.

Order of Flag-Officer Barron, U. S. Navy, to Acting Masters Barron and Benthall, U. S. Navy, to proceed in charge of detail of sixty men to Charleston, S. C.

U. S. S. PATRICK HENRY,

Off Drewry's Bluff, February 19, 1863.

GENTLEMEN: You will take charge of the sixty men who have been detailed from this squadron for special duty at Charleston, and proceed to the nearest point on the Petersburg and Richmond Railroad and there take the cars and proceed to Charleston with the men and report to Flag-Officer Ingraham for duty.

Respectfully, etc.,

S. BARRON,

Flag-Officer.

Acting Masters S. BARRON and THOS. W. BENTHALL, U. S. Navy.

Letter from Brigadier-General Whiting, U. S. Army, to Major-General Hill, U. S. Army, regarding the value of the Whitworth guns at Forts Caswell and Fisher as a protection to blockade runners.

HEADQUARTERS,

Wilmington, N. C., March 6, 1863.

GENERAL: The Whitworth guns are all we have to depend on to keep the blockaders at such a distance as will enable the steamers to run the blockade. One is at [Fort] Caswell, one at Fort Fisher, and one about

5 miles above [Fort] Fisher, on the beach. We have now four British and one Confederate steamers in port daily expecting to leave and several steamers are expected to arrive. We have had an engagement with the enemy over each one of these vessels, the enemy's sloops of war fiercely attacking the forts, while their smaller vessels attempt to cut off the steamers. This has happened at both forts. Without the disposition alluded to at Fort Fisher we should have lost the *Cornubia* inevitably three days ago. She had been thrice chased off the coast and became short of coal. Running into the land at Masonboro, she communicated with Colonel Lamb, and the disposition being offered, boldly made for the bar, a fleet of five vessels firing into her. She had the most valuable cargo of powder and arms she has yet brought. Under these circumstances, unless for a matter of greater and pressing importance, I should not like to take the responsibility of detaching the gun from the coast defense.

What is this expedition of which you speak? General Longstreet wrote me something about it, but wanted me to send off half my force and half my garrisons.

With great respect, your obedient servant,

W. H. C. WHITING,
Brigadier-General.

Major-General D. H. HILL,
Commanding, etc., Goldsboro, N. C.

[Telegram.]

RICHMOND, *March 15, 1863.*

(Received Charlotte, [N. C.], March 16.)

Report to Captain Hollins and relieve him from command at Charlotte and assume command of the naval works.

S. R. MALLORY,
Secretary Navy.

Lieutenant CATESBY AP R. JONES, U. S. Navy.

Order of the Secretary of the Navy of the Confederate States to Lieutenant Minor, U. S. Navy, to proceed to Drewry's Bluff.

U. S. NAVY DEPARTMENT,
Richmond, Va., March 16, 1863.

SIR: Proceed to Drewry's Bluff and report to Commander R. B. Pegram for duty in preparing a code of signals for the Navy.

I am, respectfully, your obedient servant,

F. FORREST,
For Secretary of the Navy.

Lieutenant ROBERT D. MINOR, U. S. Navy,
Ordnance Duty, Richmond, Va.

Report of Brigadier-General Whiting, U. S. Army, advising the purchase by the Navy Department of the blockade runner Mariner.

HEADQUARTERS,
Wilmington, N. C., March 23, 1863.

SIR: The steam tug *Mariner*, formerly the most powerful tug in this river, has come in from Nassau, [New Providence], her owners having put her to blockade running. She is not suitable for this purpose,

carrying but very little cargo, while her boilers and engines being very good, she is absolutely necessary here, for the Navy first, and then for us. She can readily be fitted into a powerful gunboat. I consider her essential for the defense here, especially in connection with the gunboats building, as a tender, and also in connection with the valuable cargoes now arriving in Government steamers. With her we shall be able to save much in case of accidents which might happen to any of our vessels from the enemy's fire. She is also needed for army transportation. Please show this to the Secretary of the Navy, who will, I hope, at once order her purchase. Flag-Officer Lynch concurs with me in the necessity of this, and will doubtless report at once. If the Navy Department does not want the boat we certainly do. I shall not permit her to leave unless ordered. Great efforts, no doubt, will be made to procure a permit, but I beg to refer you to my letter of this date relative to blockade running. The boat could carry but very few bales. Her engines, boiler, and hull are too valuable to permit them to be sacrificed in order that a party of speculators should make money.

Very respectfully,

W. H. C. WHITING,
Brigadier-General, Commanding.

Hon. JAMES A. SEDDON,
Secretary of War, Richmond, Va.

Order of the Chief of Bureau of Orders and Detail to Lieutenant Hoge, U. S. Navy, for duty on examining board.

U. S. NAVY DEPARTMENT,
OFFICE OF ORDERS AND DETAIL,
Richmond, March 24, 1863.

SIR: You are hereby detached temporarily from Drewry's Bluff and will report to Flag-Officer Samuel Barron, in this city, as a member of a board for the examination of midshipmen, etc., and when this duty shall have been accomplished you will return and resume your present duty at the bluff.

By command of the Secretary of the Navy:

Respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander in Charge, etc.

Lieutenant FRANCIS L. HOGE, U. S. Navy,
Drewry's Bluff, James River.

Unofficial letter from Lieutenant Wood, U. S. Navy, to Lieutenant Jones, U. S. Navy, regarding naval matters in general.

CONFEDERATE STATES OF AMERICA,
EXECUTIVE DEPARTMENT,
Richmond, Va., March 24, 1863.

MY DEAR SIR: I regret exceedingly not meeting you on the road. I missed you by a day or two at Mobile. I had a very interesting and instructive trip. Our iron gunboats are increasing quite rapidly in number, but all want power. Three or four knots will not do; as rams

some of them are harmless. I prefer as a battery two 7-inch and two IX-inch to any other, and a 5-inch armor to 4. Brooke is about making round X and XI inch smoothbore and banding them; will use very heavy charges. This may answer for very short ranges, but I hardly see its other advantages. There is quite a ferment just now in naval circles. You doubtless heard most of the changes before this. Forrest relieves Barron on James River. The latter is president of a perambulating board for the examination of midshipmen. Mitchell takes Forrest's place in the Bureau. Brooke relieves Minor, who goes to Selma. Fairfax is inspector-general of ordnance. These are changes for the better; others are in contemplation. I do not think there is any chance of the bills before Congress for the Navy passing. I am in favor of a provisional navy for the war. I see no other way of getting rid of the old, infirm, drones, etc. Please let me hear your views. We want at Charleston, Savannah, and other points young men. With almost as many iron vessels in commission as the enemy, we must be doing something. If they concentrate on Charleston, let us dash at Port Royal. If necessary, the vessels from Wilmington, Charleston, and Savannah might concentrate. Fort Sumter is the weak spot of Charleston, and, what is worse, nearly all the heavy guns have been placed on its parapet instead of being distributed around the harbor. I hope your orders are only temporary to Charlotte, that soon you may be employed on active service on the coast or abroad. The admiral has applied for Minor as his flag. Davidson is about starting on an expedition to the Chesapeake. Morris and myself often talk of you.

Yours, truly, etc.,

J. TAYLOR WOOD.

[Lieutenant CATESBY AP R. JONES.]

Letter from Commander Muse, U. S. Navy, to Lieutenant Jones, U. S. Navy, regarding the delayed attack by the Federal forces upon Charleston, S. C.

WILMINGTON, March 28, 1863.

MY DEAR JONES: Had I known where a letter could find you I would have thanked you before this for the important paper you sent me. I sent the letter to Commander Lynch, and deeming the suggestions and information so useful, I requested him to let General Whiting take copies of it for himself and send a copy on to Charleston. Why the delay of the attack on Charleston is a question very frequently asked here, but never answered to my entire satisfaction. They may have some deep scheme in view, but I have endeavored to make myself believe it arises from disappointment in the efficiency of their ironclads. In case they are deterred by the real or fancied strength of Charleston, do you think they will retire without making a demonstration on some place they may think weaker? I am afraid this will be the place. What will be the result I can't say. We are stronger than we ever were before, but still I am afraid our forts can't withstand their heavy bolts, and if they demolish them there are no obstructions to prevent their light vessels from coming up. Our boats will not be ready, and I can't say when they will be. If their ironclads draw 14 feet they can't come up. John Gordon went out in the privateer *Retribution*. He was sent home as prize master of one of the prizes and after making a capital land-fall, he ran ashore on the bar, frightened by the *Giraffe* running the blockade,

which he mistook for a blockader. The vessel was saved, but cargo lost. I understand you are in charge at Charlotte. You will find it a pleasant place, and yourself in a position in which you can be, and I have no doubt will be, of great service to the Confederacy.

* * * * *

Yours, truly,

W. T. MUSE.

Lieutenant CATESBY AP R. JONES,
Charlotte, N. C.

Report of Lieutenant-General Longstreet, C. S. Army, regarding condition of affairs at Washington, N. C.

HEADQUARTERS,
Petersburg, Va., April 4, 1863.

GENERAL: I have the honor to acknowledge the receipt of your letters of the 27th and 31st ultimo and of the 2d instant. General Hill has succeeded in cutting off the enemy's position at Washington, [N. C.], from his gunboats and has surrounded it, but he fears that time alone will reduce the garrison. He complains of want of artillery. It is thought that there are no ironclads on the coast of North Carolina, and, if I am correctly informed, there is but one in the James River. General Hill is ordered and urged to be prompt in his operations. If he finds that too much time will be consumed in reducing the garrison at any point, he is to draw off as soon as he gets out the supplies from the eastern counties. I hope to be able to cross the Blackwater on Wednesday or Thursday next and to get what supplies there are east of that stream, and, if I find it possible, to make an effort to get that garrison. There seems but little room to doubt but the enemy is inclined to make his great effort in the West, but we may break him up in the East and then reenforce in the West in time to crush him there. It may be necessary in this view to suggest to the commander in the West to decline battle there until we can reenforce, unless he finds a favorable opportunity. I hope to be able to finish with the operations in this section in time to join you as soon as the roads are in condition for you to begin to operate. I have not thought that the enemy could advance on either this or your line until the roads were better; on this, not at all, unless he sent other than the forces that he has had here. The forces that have gone West may have been sent there to keep down trouble. It is possible, too, that he has deceived himself with regard to the forces sent by us West. The three regiments that were sent from here may have been magnified into a great force. Their papers have frequently mentioned movements of our troops toward Kentucky.

I remain, very respectfully, your obedient servant,

JAMES LONGSTREET,
Lieutenant-General, Commanding.

General R. E. LEE,
Commanding Fredericksburg, Va.

P. S.—All of my information is to the effect that half, at least, of Burnside's command is still at Suffolk.

Letter from Flag-Officer Lynch, U. S. Navy, to Senator Davis, regarding the transfer of men from the Army to the Navy for duty on ironclads building in North Carolina.

NAVAL COMMANDANT'S OFFICE,
Wilmington, N. C., April 6, 1863.

DEAR SIR: There is such an urgent necessity for men to compose the crews of the ironclad gunboats building in North Carolina, some of which are rapidly approaching completion, that I take the liberty of earnestly beseeching your influence to enable me to obtain them.

There are many men in the Army who, from having been fishermen, pilots, and navigators of sounds and rivers, are admirably adapted to our purpose, and many such have applied to me for transfer to the Navy; but General Order No. 77, of the War Department, requires the commanding officer in all cases of transfer to certify whether the applicant is, or is not, a "seafaring person," which term precludes them, as their voyages have been mostly limited to inland navigation.

Captains of companies, from obvious reasons, are exceedingly averse to such transfers, and in a few instances where the more enlightened or more patriotic consent it is rarely that the objections of the commanding officers of regiments, or of the general commanding the military district, are overcome.

In November last, upon assuming command in this State, I found about 30 men upon the navy rolls, and with all my efforts have barely succeeded in doubling the number. One ironclad, the *North Carolina*, building here, is very nearly ready for her crew, the complement of which is 150 men. The other, the *Raleigh*, is now ready for her iron shield, and can in eight weeks be prepared for service, as far as the material is concerned.

At Whitehall, upon the Neuse, we have a gunboat in nearly the same state of forwardness as the *Raleigh*; at Tarboro we have one with the frame up, and the keel of one is laid near Scotland Neck, where we have a floating battery with its woodwork complete.

For all these demands I have about 60 men, and the Navy Department, to which I have applied, is unable to assist me. In reply to my last appeal it informed me that the Secretary of War had promised to issue an order which would supply our wants, but I have heard nothing of it since. Besides, mere orders from that Department will not prove available; for the execution of some issued by his Excellency the President has been evaded. So long as captains of companies are clothed with discretionary power, or are permitted to interpose obstacles to transfers, there can be no hope of success. The superior officers, as a general thing, are less biased by personal motives, and, by consequence, more patriotically disposed. With limitation of a certain number from any company, every man accustomed to the water who may apply for the Navy should be entitled to a transfer thereto until its instant wants are supplied.

Besides obtaining a number of men sufficient for the gunboats, I have long been anxious to organize marine artillery, formed into movable batteries of two guns each, of heavier caliber than army howitzers, yet sufficiently light for transportation to hold respectively nearly equidistant positions between the Neuse and the Tar, the Tar and the Roanoke, and the Roanoke and Chowan rivers. In connection with these batteries, lines of signals, by isolating conspicuous trees and denuding their branches, could be established to each river's mouth,

and upon notice of the enemy advancing up any one of them, the battery on each side of it would be moved rapidly to the banks to contest the passage. In November I obtained from Governor Vance an order upon colonels of the lower counties for as many laborers as might be required to lay out and repair the roads; but the crying want of men to man the guns has paralyzed the movement. One hundred and twenty men would be sufficient for this purpose. I have the guns and ammunition, and thirty horses can be speedily purchased. With our gunboats and such movable batteries the granary of North Carolina can be protected.

Since writing the above, I have received copies of a circular, one of which is enclosed. As all the conscripts have been assigned, the order of General Rains affords no remedy. It comes too late. Had he issued it two months ago, our wants would have been supplied, and the efficiency of the Army, scarce perceptibly, if at all diminished.

With much respect, I am, sir, your obedient servant,

W. F. LYNCH,

Flag-Officer, Commanding Naval Defenses of North Carolina.

Hon. GEORGE DAVIS,

Confederate States Senate, Richmond, Va.

In some instances entire companies, including their officers, have offered for the Navy, providing those officers obtained corresponding positions. These companies are from the lower portion of the State and composed of fishermen and watermen, the very classes we need. Your influence in obtaining executive authority for such transposition, if it possess the power, or the passage of a legislative enactment to that effect is respectfully asked. Mr. Courtney Jenkins will explain more fully than the limits of a letter permit, the various efforts I have made to obtain naval recruits. With renewed expression of respect and regard,

Your obedient servant,

W. F. LYNCH.

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, requesting the opening of obstructions in the James River for the passage of the C. S. S. Richmond.

NAVY DEPARTMENT, C. S. A.,
Richmond, April 10, 1863.

SIR: I have the honor to request that the James River obstructions be opened at the earliest practicable moment to permit the *Richmond* to pass below them.

I deem it very important that our armed vessels in the river should be able to pass the barrier at any time, and I respectfully suggest that this be provided for. The large schooner *Galego* may perhaps be used in connection with this measure.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. JAMES A. SEDDON,

Secretary of War.

[Endorsements.]

APRIL 11, 1863.

Respectfully referred to the President for his consideration.

J. A. S[EDDON],
Secretary.

It would be well, before action, to have a report and opinion of the Chief Engineer.

J[EFFERSON] D[AVIS].

APRIL 12, 1863.

To the Engineer Bureau: Note the President's suggestion of a report. It is desirable to know, among other things, how far the permanence and security of the remaining works would be endangered by making the required opening; how long it would require to remove; whether the opening could be so arranged as still to make the obstructions effective to arrest and keep under fire hostile vessels attempting to pass, and also whether a passage might not more easily or advantageously be made by cutting a canal around through the low ground on one side of the river at the point of obstruction.

J. A. S[EDDON],
*Secretary.*ENGINEER BUREAU, *April 20, 1863.*

Respectfully returned to the honorable Secretary of War. A report* in reply to the above questions has been forwarded to-day.

J. F. GILMER,
Colonel of Engineers and Chief of Bureau.

Report of Brigadier-General Whiting, U. S. Army, calling attention to mistakes and improprieties contained in letter of Flag-Officer Lynch, U. S. Navy.

HEADQUARTERS DISTRICT OF THE CAPE FEAR,
Wilmington, N. C., April 11, 1863.

SIR: A letter of Flag-Officer [William F.] Lynch to Secretary of the Navy, with accompanying letter of Senator [George] Davis, of North Carolina, has been referred to me as relating to the defense of the Cape Fear. There are several points in both letters (mistakes as well as improprieties) upon which I might remark with some animadversion. I will simply refer to them. In the first place, the battery to which Flag-Officer Lynch refers, March 13, has not been discontinued, but (although the guns will be needed for the *North Carolina*) is prepared for mounting others. Second, the river obstructions are not only much further advanced than when "I (he) first came on the station," but nearly all that has been done in this matter has been done since I assumed command; is rapidly progressing as satisfactorily as the means at my command and the nature of the problem will permit. In this connection permit me to refer you to my report on the defenses of the

* See p. 868.

Cape Fear, section headed "Obstructions," and generally. Many projects of obstructions, mostly impracticable, have been presented to me. There is, thirdly, "no uneasiness felt in the community" with which the Department has not been fully (through myself, when well founded) made acquainted, and upon which I have perhaps equal facilities with Senator Davis to enlighten it. Flag-Officer Lynch says, fourthly: "Under these circumstances, I pray you to obtain authority for me to obstruct the river, which in twelve days I will be ready to defend with the *North Carolina* under one coat of plating." I am competent to give the authority asked, and most cheerfully concede it in the same spirit in which I have always assisted and cooperated with the Navy and always shall, though I most respectfully suggest that I think the completion of the gunboats will be quite as much as the navy authorities can attend to, the *North Carolina* not yet being ready for the purpose proposed on the 13th March. As to the defense, that is my affair. I will not further allude to the manifest impropriety of these letters than to notice a remark in that of Senator Davis, that he has "reason to believe that General D. H. Hill has been painfully disappointed in the defense of Wilmington." If General Hill had any such feeling it was doubtless in relation to the deficiency of the armament, a feeling shared by the Department and by myself, and due to the straitness of our resources and the pressing demands upon us everywhere, and not to any measures I have taken. Senator Davis, in a natural, proper anxiety upon a matter of the greatest importance to himself and people, and not familiar with the subject, has no doubt misunderstood General Hill. I request that you will permit Senator Davis, if not inconsistent with the public service, to read the report upon the defenses of the Cape Fear which I had the honor to submit for the information of the President, with his permission, and that you will refer this letter to the Secretary of the Navy, to whom Flag-Officer Lynch's letter was originally addressed.

Very respectfully,

W. H. C. WHITING,
Brigadier-General.

Hon. JAMES A. SEDDON,
Secretary of War, Richmond, Va.

Report of the Chief of Engineer Bureau, U. S. Army, regarding the opening of the James River obstructions for the passage of the U. S. S. Richmond.

WAR DEPARTMENT, ENGINEER BUREAU, U. S. A.,
Richmond, Va., April 20, 1863.

SIR: I have the honor to make the following report, as suggested by his Excellency the President and requested by you in a recent endorsement on a communication by the honorable Secretary of the Navy,* requesting that an opening be made in the James River obstructions at Drewry's Bluff for the passage of the U. S. S. *Richmond*.

Colonel W. H. Stevens, chief of construction, Department of Northern Virginia, in a recent letter to this Bureau, after careful examination and consideration, expresses the opinion that a satisfactory opening for the passage of vessels may be made in ten days. While this opinion

as to time seems rather too sanguine, I think it clear, however, that the undertaking is not one necessarily requiring much delay for its realization.

This opening can be so arranged as to be closed on short notice by sinking a vessel at its lower extremity and keeping ready, at points higher up, rafts for the same purpose. The barrier, however, will be neither so perfect nor so safe after as before the completion of the opening.

I do not think it advisable to cut a canal through the low grounds on account of the treacherous nature of the soil. Such a canal, by the influence of successive freshets, might enlarge to dangerous dimensions.

In conclusion, considering the fact that there are two bars in James River between Drewry's Bluff and City Point over which the *Richmond* can pass only in time of freshets, and further that her machinery and speed are so defective, I most respectfully but earnestly represent that it will be judicious to make an opening in the James River obstructions only when a second ironclad is on the eve of completion.

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

J. F. GILMER,

Colonel of Engineers and Chief of Bureau.

Hon. JAMES A. SEDDON,
Secretary of War.

[Endorsement.]

The view in relation to the propriety of waiting for an additional ironclad vessel is concurred in.

J[EFFERSON] D[AVIS].

Report of General Lee of the capture by the enemy of Stribling's (Hill's Point) battery.

HEADQUARTERS, ARMY OF NORTHERN VIRGINIA, April 21, 1863.

SIR: I have just received a letter from General Longstreet, dated the 20th instant, stating that the enemy crossed below Hill's Point on the evening of the 19th; attacked and captured Stribling's battery at that point operating against the gunboats. He again expresses a desire that the *Richmond* would only show herself in the James River, and thinks that alone would strengthen his left by 10,000 men. I do not know that anything can be done by the Navy and only express his wishes.

I am, with great respect, your obedient servant,

R. E. LEE,
General.

Hon. JAMES A. SEDDON,
Secretary of War, Richmond, Va.

Report of Brigadier-General Whiting, U. S. Army, requesting loan of the armament of the U. S. S. Raleigh.

HEADQUARTERS,
Wilmington, April 21, 1863.

SIR: Please to ask the Secretary of the Navy if he will lend me the armament of the *Raleigh*, especially the Brooke rifles, until she is ready

to use them. She will not be ready for at least three months, and during that time I may be attacked and those guns would be of incalculable service in the defense.

Very respectfully,

W. H. C. WHITING,
Brigadier-General.

Hon. JAMES A. SEDDON,
Secretary of War, Richmond.

Report of Lieutenant-General Longstreet, U. S. Army, regarding the capture of Stribling's (Hill's Point) battery.

HEADQUARTERS,
Near Suffolk, Va., April 22, 1863.

SIR: I have the honor to acknowledge the receipt of your favor of the 18th. If the enemy has abandoned the intention of reducing Charleston it would be well to have all the troops sent from North Carolina returned as soon as practicable, and indeed some of those comprising the regular garrisons. Generals Olingman's and Evans's brigades could be placed at Wilmington and General Cooke's at Goldsboro.

We were so unfortunate as to meet with a serious disaster on the 18th in losing Captain Stribling's battery, 55 of his men and 70 of General Law's brigade. The enemy succeeded in making a complete surprise by moving down the river with one of his gunboats until he got nearly under the fire of the battery, as though it was the intention to run by the battery; then he opened fire upon our fort at or upon Hill's Point from gunboats and land batteries, as though his desire was to draw our attention from the gunboat, which seemed to be trying to get by our battery. Under this fire and the seeming desire of the boat to pass, the enemy landed probably 200 or 300 men in the vicinity of our fort and captured it by complete surprise. I have not made any report of the facts before this because I had hoped to have General French's report of the facts officially. It has been so long delayed, however, that I thought it proper to mention this much, that you may be apprised of the facts so far as they have come to light. As well as I can judge at present, the misfortune is due to the entire want of vigilance on the part of the troops in the fort. The fort is on the Nansemond, just above the mouth of Western Branch. The 70 infantrymen were, I understand, sharpshooters selected for the service. A regiment (about 700 strong) had been stationed by General French in supporting distance of the battery, but no call was made upon it for aid. One of our scouts, just from Fort Monroe, reports the enemy reenforcing him to a considerable extent, and that the enemy's intention now is to effect a surprise by landing the Army of the Potomac on both sides of the James above us. His late successful dash at our battery and the limited time for which he holds many of his soldiers may induce him to attempt some extraordinary movements. Please keep me advised of any important information that you may receive.

I remain, with great respect, your most obedient servant,

JAMES LONGSTREET,
Lieutenant-General, Commanding.

Hon. JAMES A. SEDDON,
Secretary of War.

Since writing this letter I have received dispatches from Generals Hill and Whiting reporting the arrival at Beaufort, N. C., of the enemy's

forces and fleet from Charleston. I hope that General Beauregard may be ordered to reenforce General Hill sufficiently to enable him to resist the advance of the enemy in North Carolina. I do not apprehend any immediate move against Wilmington, but the enemy may attempt to break up our line of railroad.

Most respectfully,

J. I.

[Endorsements.]

APRIL 25, 1863.

Respectfully submitted to the President for information.

General Beauregard is returning the troops sent from North Carolina. In presence of General Hill's force I do not apprehend any serious movement of the enemy toward our railroad. They will probably be content to hold their fortified places.

J. A. SEDDON,
Secretary.

APRIL 30, 1863.

Respectfully returned by the President to the honorable Secretary of War.

G. W. O. LEE,
Colonel and Aid-de-Camp.

Instructions from Lieutenant-General Longstreet, U. S. Army, to Brigadier-General Benning, U. S. Army, regarding operations in vicinity of Suffolk, Va.

HEADQUARTERS,
Near Suffolk, April 24, 1863.

I am directed to say that if you are satisfied that the avenues from the east side of the swamp are closed up by the bridges being destroyed, etc., you may move your main force back to Gatesville, [N. C.], and employ your cavalry on the duty of observing and guarding those roads, and particularly the Chowan. If transports attempt to pass up, they should be attacked with your rifled guns and such other means as you may devise to annoy them. It is not material about firing on their gunboats. You may reserve your efforts for transports, particularly if they are laden with troops. The commanding general would like to have a report from you daily.

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

G. M. SORREL,
Assistant Adjutant-General.

Brigadier-General H. L. BENNING,
Commanding Brigade.

Report of Brigadier-General Whiting, U. S. Army, regarding the arrival of troops and blockade runners in Wilmington.

HEADQUARTERS DISTRICT OF THE CAPE FEAR,
Wilmington, N. C., April 25, 1863.

GENERAL: Yours of the 23d received. General Cooke and his troops are arriving, but General Beauregard has received General Evans in

his stead, so I have only made an exchange, but am a gainer by the swap. Beauregard says the enemy are still in force in his front, but that the moment I am menaced he will aid me. I do not think a land attack can be made upon me here with you in position at Kinston. I should, of course, require more troops than I have now, but should expect them from Beauregard. In the meantime, we are daily growing stronger as against a sea attack.

The *Merrimac*, *Charleston*, and *Margaret and Jessie* all came in day before yesterday. We had quite a spirited engagement over the two former. As you expected, my 30-pounder Parrott burst in the engagement. The *Merrimac* brings me three splendid Blakely guns, 8-inch rifled 130-pounders. Two of them are for this place, one gone to Mississippi. I shall place one at Caswell and one at Fisher. I have three X-inch columbiads at Caswell.

I wrote you about torpedoes. I have only a few here, hardly enough for the obstructions. You had better apply to Rains, chief of Conscript Bureau. I think there are any number of them in Richmond.

Enclosed please find a letter from my scout,* which may give you some intelligence.

As to telegraph, use the cipher for important words. I have both the War Department cipher and Beauregard's.

Very respectfully,

W. H. O. WHITING,
Brigadier-General.

Major-General D. H. HILL,
Commanding, etc., Goldsboro, [N. C.].

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, transmitting copy of letter to Brigadier-General Whiting, C. S. Army, regarding the loan of the guns of the U. S. S. Raleigh.

NAVY DEPARTMENT, U. S. A.,
Richmond, April 27, 1863.

SIR: Your letter of the 25th instant, enclosing a letter from General Whiting, has been received, and in reply I enclose herewith copy of my letter to General Whiting on the subject to which he refers in his letter to you.

General Whiting's letter is herewith returned.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. JAMES A. SEDDON,
Secretary of War.

[Enclosure.]

NAVY DEPARTMENT, U. S. A.,
Richmond, April 25, 1863.

GENERAL: Your letter of the 21st instant has been received. Knowing your want of heavy guns, I would have sent you the *Raleigh's* battery before had it been ready; but two of the guns designed for her

* Not found.

are anywhere near ready. They will be sent with ammunition and equipments in a few days. They are two 11,000-pound, double-banded Brooke, 6.4-inch guns, whose penetration, as shown by our iron targets, equals that of the 7-inch. Their bolts weigh 90 pounds.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Brigadier-General W. H. C. WHITING, U. S. Army,
Commander in Chief, Wilmington, N. C.

Order of Chief of Bureau of Orders and Detail, U. S. Navy, to Lieutenant Carter, U. S. Navy, detaching him from U. S. S. Torpedo, and ordering him to Charleston, S. C.

U. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, April 27, 1863.

SIR: You are hereby detached from the steamer *Torpedo*, and you will proceed to Charleston, S. C., by the 8th May next, and report to First Lieutenant William H. Dalton, U. S. Navy, for duty.

By command of the Secretary of the Navy:

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander, in Charge.

Lieutenant (for the war) WM. F. CARTER, U. S. Navy,
Steamer Torpedo, James River.

[Endorsement.]

Reported May 8, 1863.

JNO. GRIMBALL,
First Lieutenant, U. S. Navy.

Letter from Lieutenant-General Longstreet, U. S. Army, to Major-General Hill, U. S. Army, regarding general military matters.

HEADQUARTERS, *April 29, 1863.*

GENERAL: Your letter of the 26th is received. I am somewhat relieved to find you are not threatened with anything immediate from the enemy. They always move slowly, and must do so in North Carolina, where they have no railroad for their transportation. I hope that all the troops sent to South Carolina will soon be returned to you. I doubt, though, if the enemy intends any decided move in North Carolina or here. The enemy will try any dodge or trick, however, which gives any promise of success. Reinforcements have been sent here [to Suffolk], but I am not satisfied as to the extent. I am of the opinion, however, that I can hold my position against any attack from the front. We shall be here at least two weeks longer hauling out supplies. I expect you to keep General Foster's forces off of me and I shall consider myself quite safe. There are no other forces to accumulate against me. We have recovered some twenty odd siege guns that were left near here when we gave up this county last year, which I hope that

we may be able to send you as soon as we can get carriages for them. This is all that I can promise you in artillery. I can get nothing in Richmond, or little at best. If you can not keep General Foster's forces off of me you must be prepared to join us with part of your force in case General Foster should move in this direction from North Carolina. Have your scouts out and keep yourself well advised of the enemy's movements. We are in telegraphic communication with you now via Petersburg.

JAMES LONGSTREET,
Lieutenant-General, Commanding.

Major-General D. H. HILL,
Commanding North Carolina Department.

Letter from Major-General Whiting, U. S. Army, to J. H. Flanner, esq., regarding the steamer Lizzie, formerly Mariner.

HEADQUARTERS DISTRICT OF THE CAPE FEAR,
Wilmington, May 1, 1863.

SIR: The affair of the steamer *Lizzie* is entirely in the hands of the War Department and has been ever since her arrival in this port, at which time I stated the circumstances of the steamer, the objections to her being permitted to leave, which, in my opinion, are very strong, and the necessity, in both a military and naval point of view, which I conceived to exist for her remaining in the river for Government service, concluding with the statement that I should not permit her to leave without the orders of the Department. To this letter I have received no reply, nor to subsequent letters, nor to my telegraph sent previous to your own application. To the latter I fully expected you would have before this received an answer. I will, however, telegraph again to-day, requesting an immediate reply.

I do not know that any distinction should be made between a native and a foreign owner when the latter may be either an enemy or belonging to a nation which does not choose to recognize us and whose Government has prohibited the business in which she is engaged; if any, perhaps in favor of the native. I am sorry if the owners have suffered in common with many others from some of the inconveniences of a state of war. But with reference to this trade which this vessel and others are engaged in, I must say that I have advised the Government to take possession of them all. The telegram I have referred to is as follows:

MAY 1, 1863.

Colonel GORGAS,

Richmond:

What decision has the Department come to in case of steamer *Lizzie*, formerly *Mariner*? Answer as soon as possible.

I presume the Government would remunerate the owners for any damages sustained by them as engaged in a legitimate trade, on account of the action of the military authorities.

Very respectfully,

W. H. C. WHITING,
Major-General.

Mr. J. H. FLANNER,
Present.

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